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Department of Transportation Data Communications Requirements Analysis



NETWORK ANALYSIS CORPORATION 310 Tower Building Vienna, VA 22180



July 1981 Final Report

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Data communications requirements are documented for eight Department of Transportation (DOT) administrations and offices; data communications and data transmission characteristics have been identified. Results are presented as: summarized agency requirements which profile the total DOT environment; individual administration requirements which profile, in detail, each administration environment; codified terminal information presented in a machine readable data base format for all agency requirements.

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PREFACE

The Department of Transportation is developing and expanding its data communications network. Its present communications capabilities will be enlarged by 1983. This requirements analysis lays the groundwork for this expansion by identifying data communications and data transmission characteristics for the eight Department of Transportation Administrations and Offices.

The data collection approach used to gather the necessary information is described. The requirements are summarized for both the present 1981 levels and the projected 1983 levels. The individual administrative requirements are then detailed for the Office of the Secretary (OST), the U.S. Coast Guard (CG), the Federal Aviation Administration (FAA), the Federal Highway Administration (FHWA), The Federal Railroad Administration (FRA), the National Highway Traffic Safety Administration (NHTSA), the Research and Special Programs Administration (RSPA), and the Urban Mass Transit Administration (UMTA). Data communications and data transmission requirements are given for each of these agencies. Finally, terminal information for each of the DOT terminals is listed in the appendix.

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Distribution/
Availability Codes
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SECTION 1

INTRODUCTION

1.1 BACKGROUND

The U.S. Department of Transportation (DOT) establishes the nation's overall transportation policy. Under its umbrella there are eight administrations whose jurisdictions include highway planning, development, and construction; urban mass transit; railroads; aviation; and the safety of waterways, ports, highways, and oil and gas pipelines.

Several years ago, the DOT initiated activities to identify possible requirements sets within each of the administrations which may be appropriately served by the National Airspace Data Interchange Network (NADIN) or other alternative shared data communications networks. The first step in this activity has been to form a working group for initial identification and characterization of DOT data communications requirements. The initial survey, which covered four organizations and identified nine data systems as candidates for alternative network support, indicated approximately 220 geographically dispersed terminals serving approximately 9 different systems on computers at Oklahoma City and Washington, D.C. Planned growth includes at least 450 more terminals for three new systems involving at least one new computer complex. The magnitude of the requirements clearly suggests one or more common data communications approaches may be beneficial.

The data presented in the initial requirements survey, however, are not complete and must be refined and validated in order to be effectively used in assessing the viability of any common network approach. In addition, several more technical and management issues must be addressed before the potential benefit of shared support of the DOT requirements can be realistically assessed.

Network Analysis Corporation (NAC) was tasked to refine, complete, and validate the DOT data communications requirements. The process was iterative and has necessitated a close working relationship with DOT personnel and NAC representatives.

As the study progressed, additional data systems were identified as potential candidates for integration into a common DOT networking approach. To assure development

of a complete agency profile, all data systems identified during the study have been included in this memorandum. The requirements data collected during this study do not include traffic, protocol or performance information. Consequently, prior to performing a feasibility analysis of alternative network strategies these requirements must be identified.

1.2 SCOPE

An analysis of DOT data communications requirements has been performed for the following eight offices and administrations:

- 1. Office of the Secretary (OST)
- 2. U.S. Coast Guard (CG)
- 3. Federal Aviation Administration (FAA)
- 4. Federal Highway Administration (FHWA)
- 5. Federal Railroad Administration (FRA)
- 6. National Highway Traffic and Safety Administration (NHTSA)
- 7. Research and Special Projects Administration (RSPA)
- 8. Urban Mass Transit Administration (UMTA)

Only the administrative portion of FAA requirements are included in the scope of this effort.

System synopses have been developed for each DOT office and administration. Summarized functional, data transmission and data communications requirements are qualitatively reviewed.

Furthermore, a common requirements profile, including a machine readable data base of tactical factors, has been developed. The data base tracks specific terminal information including: location, equipment type, circuit and host characteristics.

1.3 ORGANIZATION

This working memorandum is presented in two parts. Part I is organized as four sections. Section 2 describes the analyses approach and, in particular, discusses the requirements information which has been collected. Summarized DOT requirements are reviewed in Section 3; individual office and administrative requirements are presented in Section 4. Part II of the memorandum, presented in Appendix A, details specific terminal information for each DOT office and administration.

SECTION 2

DATA COLLECTION APPROACH

Data communications requirement information has been collected primarily through interviews with DOT administrative representatives and review of relevant agency documentation. The data collection process was iterative. NAC conducted interviews, documented requirements information collected from the interview sessions, and presented a documented summary of requirements to appropriate administrative representatives for validation and correction. The refined information for each administration appears in this memorandum.

Requirements information has been collected according to data systems. For each terminal node, tactical factors identifying organizational, terminal, circuit and host requirements were specified and translated into a machine readable data base. Figure 2.1 lists those tactical parameters; Appendix A cumulates the requirements for all DOT administrations. Given specific tactical requirements information, a summary of functional data transmission and data communications characteristics has been presented for each DOT data system.

Agency data communications data have been collected for two time periods: 1981 and 1983. In some instances, projected requirements were not specified to the level at which they were able to be translated into quantifiable tactical factors. For those systems, only existing requirements have been identified.

- Organizational Information
 - Administration Identifier
 - Administration Contact 2.
- Data System Information
 - Office 1.
 - 2.
 - Program Application
- Location Information
 - City 1.
 - 2. State
 - Area Code Exchange 3.
- Terminal Equipment Information
 - Type 1.
 - 2. Mode1
 - Synchronization 3.
 - Number of devices
- Circuit Information
 - Type 1.
 - Speed 2.
 - GSA Identifier
- Resource Information
 - Center 1.
 - Host Type

FIGURE 2.1: TACTICAL FACTORS

SECTION 3

SUMMARIZED DOT REQUIREMENTS

Data transmission and data communications requirements are summarized for the Department of Transportation as follows:

- 8 administrations with 27 data systems for which quantitative data communications requirements have been identified (Figure 3.1).
- Approximately 750 terminals will be operated by the close of 1981 with plans to expand to 1700 devices by the end of 1983.
- FAA administrative systems and CG, the largest users of terminals and communications facilities, operate 67 per cent of all DOT terminal equipment (Figure 3.2).
- Data terminals are primarily low-speed, asynchronous teleprinter and alphanumeric display units.
- 30 percent of all DOT terminals are installed in Washington, DC.
- Two major DOT computer centers currently provide processing support:

 1) Transportation Computer Center (TCC); and 2) FAA Aeronautical Center. A
 third complex, Coast Guard Operational Computer Center (OCC), is scheduled
 for implementation shortly.
- 80 percent of the processing requirements of data terminals are supported by DOT computer systems; the remaining devices utilize time-sharing services (Figure 3.3).
- By 1983, approximately 75 percent of all DOT terminals are planned to access their respective computer systems via long haul communications facilities. Long

ADMINISTRATION	SYSTEMS
OST	General AdministrativeTransportation Automated Office System (TAOS)
CG	AdministrativeOperational
FAA Administrative	 Aircraft Management Information System (AMIS) Personnel Management Information System (PMIS) Uniform Payroll System (UPS) National Flight Data Center (NFDC) Instrument Approach Procedure Automation (IAPA) Consolidated Accounting System (CAS) PLATO
FHWA	 Research and Development (R&D) Direct Federal Construction (DFC) Financial Management Information System (FMIS) Bureau of Motor Carrier Safety (BMCS)
FRA	 Safety (SAF) Policy (POL) Federal Assistance (FA) General Administrative Testing

FIGURE 3.1: DOT DATA SYSTEMS

ADMINISTRATION	SYSTEMS
NHTSA	 Research and Development (R/D) Enforcement (ENF) General Administrative Safety (SAF)
RSPA	• General Administrative
UMTA	Research and Development (R/D)Grant and Loan (G/L)

FIGURE 3.1: CONCLUDED

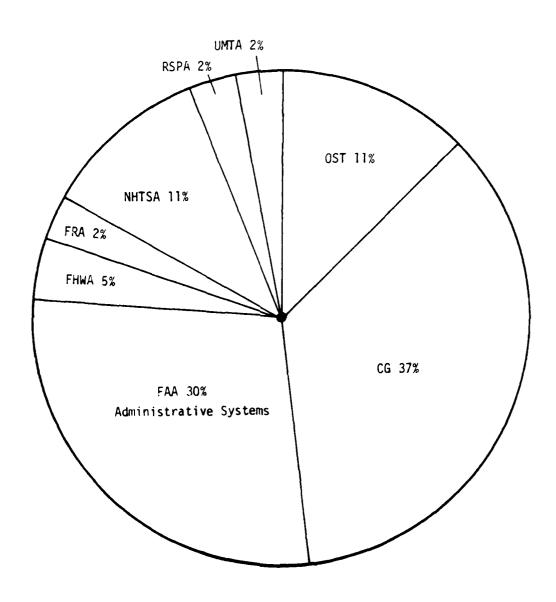


FIGURE 3.2: DOT TERMINAL POPULATION BY ADMINISTRATION (1983)

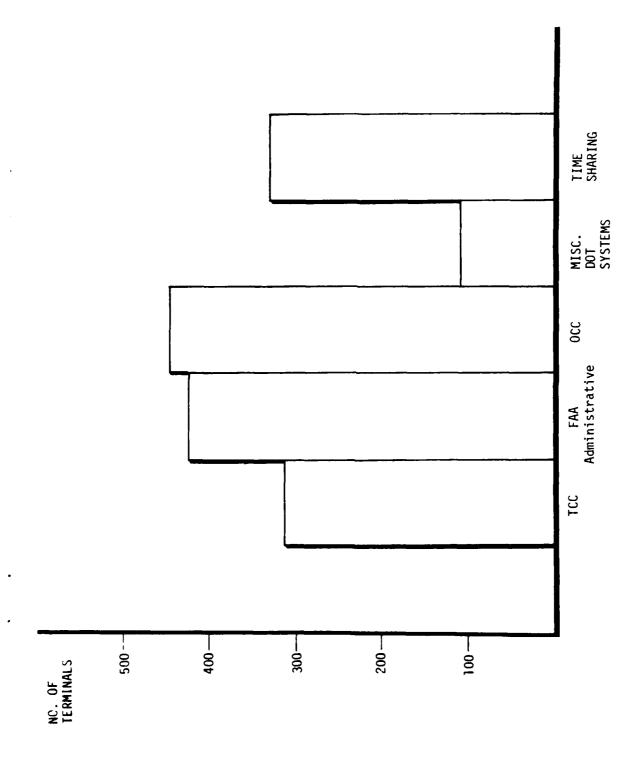


FIGURE 3.3: DOT COMPUTER SYSTEMS

haul communications include dial, dedicated or Value Added Network (VAN) facilities.

Summarized DOT requirements are discussed in detail in the following subsections. In particular, data transmission characteristics, and data communications requirements are reviewed.

3.1 DATA TRANSMISSION CHARACTERISTICS

The eight administrations of DOT currently operate 754 data terminals; plans include expansion to 1,661 units by the close of 1983. Figure 3.4 summarizes the current and projected terminal populations of each administration. As indicated, through 1983, the CG and FAA administrative systems are anticipated to operate the greatest number of devices: 605 and 543, respectively. The growth projections of the six remaining administrations are not quantified at this time, hence, the 1983 terminal populations for those administrations are fixed at the current levels.

DOT terminals are predominantly low-speed, asynchronous devices which transmit at 300-1200 bps speeds. The units, a variety of many manufacturer and model types, are a mix of alphanumeric display units, teleprinters, RJE, programmable and graphic devices. However, alphanumeric and teleprinter terminals are primarily used.

The Agency's terminals are located within the Continental U.S. (CONUS) as well as Noncontinental U.S. locations including Alaska, Hawaii, Puerto Rico and Guam. Approximately one third of the CONUS terminals are installed within administrative headquarters buildings in Washington, DC. The 1983 distribution of DOT terminals is given in Figure 3.5.

DOT terminals are located in approximately 110 cities within the CONUS and NONCONUS. Ten of the locations, identified in Figure 3.6, have greater than ten terminals.

3.2 DATA COMMUNICATIONS

DOT data communications are predominantly supported by long haul connections which include DDD, FTS, dedicated lines and private administrative networks. The CG and FHWA are currently procuring VAN services and by 1983 the use of VAN services will account for approximately one-half of all remote communications facilities. Figure 3.7 and 3.8 summarize 1983 DOT data communications.

NUMBER OF DEVICES

ADMINISTRATIONS		
	1981	1983
720		
OST	185	185
CG	32	605
FAA (Administrative)	243	513
FHWA	18	95
FRA	35	35
NHTSA	176	176
RSPA	36	36
UMTA	29	29
TOTAL	754	1,674

FIGURE 3.4: DOT TERMINAL POPULATION

LOCATION DISTRIBUTION

ADMINISTRATIONS				
NOTITIES IN THE STATE OF THE ST	HDQTS	CONUS*	NONCONUS	TOTAL
TZO	183	-	-	185
CG	63	500	42	605
FAA (Administrative)	131	339	43	513
FHWA	7	85	3	95
FRA	19	16	-	35
NHTSA	72	101	3	176
RSPA	36	_	-	36
UMTA	19	10	-	29
TOTAL	532	1,051	91	1,675

^{*} Continental U.S. locations not including Washington, DC Headquarters.

FIGURE 3.5: TERMINAL LOCATION DISTRIBUTION (1983)

Anchorage, AK
Atlanta, GA
Chicago, IL
Denver, CO
Honolulu, HI
Los Angeles, CA
New York City, NY
Oklahoma City, OK
Seattle, WA
Washington, DC

FIGURE 3.6: CITIES WITH GREATER THAN TEN TERMINALS

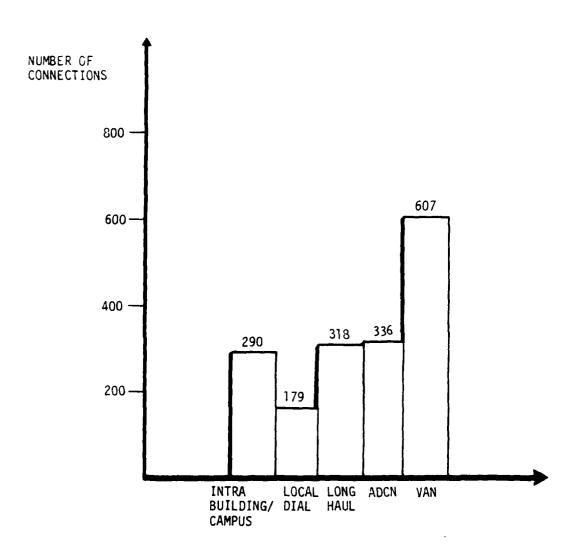


FIGURE 3.7: SUMMARIZED DOT DATA COMMUNICATIONS (1983)

TERMINAL ACCESS

ADMINISTRATIONS	INTRA- BUILDING/ CAMPUS	LOCAL	LONE* HAUL	ADCN	VAN
OST	166	19	-	-	-
CG	-	-	78	-	527
FAA (Administrati	ve) 81	-	96	336	_
FHWA "	6	18	-	-	70
FRA	16	19	-	-	
NHTSA	2	123	101	-	10
RSPA	-	-	36	-	_
UMTA	22	-	7	-	-
TOTAL	293	179	318	336	607

 $[\]star$ Long haul access includes DDD, FTS and dedicated facilities.

FIGURE 3.8: DOT DATA COMMUNICATIONS (1983)

DOT users access two major agency computer systems: 1) Transportation Computer Center (TCC); and 2) FAA Aeronautical Computer Center. A third complex, CG Operational Computer Center (OCC) is scheduled to operate shortly. As of 1983, DOT computer systems are planned to provide processing support to approximately 80 percent of DOT users. Several smaller DOT systems also provide processing support to approximately 7 percent of the agency user population. The remaining requirements are provided by timesharing services. In particular, NHTSA accounts for half of all time-sharing use. With the exception of CG and FHWA, all administrations utilize the services of time-sharing systems. The most common vendors include: Informatics, Boeing, McAuto, Bowne and 1st Data. Figure 3.9 displays the number of terminals supported by each system.

Summarized data communications for each administration are as follows:

- OST and UMTA connections are predominantly intrabuilding access to TCC.
- CG currently operates a dedicated teletype network; plans anticipate the use of a VAN to satisfy future communications with TCC and OCC.
- FAA operates a private multiplexed network, Advanced Data Communications Network (ADCN), to support remote access to the FAA administrative computer center.
- NHTSA data communications are a mix of local dial and long haul access to time-sharing facilities.
- RSPA users access the Transportation System Center (TSC), a DOT computer complex, in Cambridge, MA; a multiplexed, dedicated line is utilized.
- FHWA users are primarily local to headquarters and accordingly access TCC via local dial or intrabuilding connections; within the near future, remote communications will be supported by a VAN.
- FRA communications consist of local dial access to time-sharing facilities and intrabuilding connections to TCC.

DOT traffic is predominantly interactive. Most users access a single host site. Transmissions are predominantly 110-300 bps or voice grade 1200-2400 bps speeds.

COMPUTER SYSTEMS

ADMINISTRATIONS	TCC	FAA	000	OTHER* DOT SYSTEMS	TIME- SHARING	TOTAL
OST	166	_	_	-	19	185
CG	38	24	455	88	-	605
FAA (Administrative)	-	417	-	-	96	513
FHWA	95	-	-	-	-	95
FRA	-	-	-	16	19	35
NHTSA	-	-	-	-	176	176
RSPA	-	-	-	7	29	36
UMTA	22	-	-	-	7	29
TOTAL	321	441	455	111	346	1,674

FIGURE 3.9: DOT COMPUTER SYSTEM SUPPORT (1983)

SECTION 4

INDIVIDUAL ADMINISTRATIVE REQUIREMENTS

The following Department of Transportation offices and administrations are reviewed:

•	Office of the Secretary (OST)	Section 4.1
•	Coast Guard (CG)	Section 4.2
•	Federal Aviation Administration (FAA) ,	Section 4.3
•	Federal Highway Administration (FHWA)	Section 4.4
•	Federal Railroad Administration (FRA)	Section 4.5
•	National Highway Traffic and Safety Administration (NHTSA)	Section 4.6
•	Research and Special Projects Administration (RSPA)	Section 4.7
•	Urban Mass Transit Administration (UMTA)	Section 4.8

Summarized functional, data transmission and data communications requirements are subsequently presented for each office and administration. Detailed administrative requirements are presented in Appendix A.

4.1. OFFICE OF THE SECRETARY (OST)

The Department of Transportation is administered by the Secretary of Transportation, who is the principal assistant to the President in all matters relating to federal transportation programs. The Office of the Secretary focuses its attention largely on policy formulation, resource allocation, interagency coordination and program evaluation. Accordingly, the data communications requirements of OST correspond to those functions.

The Transportation Computer Center (TCC) is located in Washington, DC. While organizationally within OST, TCC's multidisciplinary technical staff provides support to all DOT administrations. TCC supports the processing requirements of all DOT administrations with the exception of the bulk of FAA's processing requirements which are supported by its own computer center in Oklahoma City, Oklahoma.

OST currently maintains approximately 200 data terminals, all installed within Washington headquarters; Figure 4.1 summarizes OST systems. The largest portion of the devices (60 percent) are operated as part of the Transportation Automated Office System (TAOS).

TAOS, an office automation system which provides intrabuilding communications to DOT headquarters, is maintained by TCC for primary use by OST. Approximately 120 TAOS terminals are operational with plans to expand support to other administration offices within headquarters and, eventually, to remote sites. The emphasis of this study is on national systems, however, because of the relatively large size and potential remote communication requirements of the system, TAOS is included for review.

The remaining OST terminals are utilized as follows: 50 terminals dedicated to TCC use and the remaining 20 devices used directly by OST for local access of time shared systems within the Washington, DC metropolitan area.

An overview of TCC systems is presented, followed by a discussion of current OST data transmission characteristics and data communications requirements. Projected OST requirements are unspecified at this time.

4.1.1 Transportation Computing Center

The TCC is located within the DOT headquarters building in Washington, DC. The responsibility of the center is to provide ADP support to the administrative DOT programs.

	TERMIN	AL	DATA		
PROGRAM	ТҮРЕ	NO.	COMMUNICATIONS	HOST	
GENERAL ADMN	Misc.	19	Local Dial	Multiple Time Share Services	
		50	Hardwired	TCC	
TAOS	VT100	116 185	Hardwired	тсс	

All terminals are located at the DOT headquarters building in Washington, D.C.

FIGURE 4.1: SUMMARIZED OST REQUIREMENTS

Accordingly, the TCC computer systems can be classified into three categories which are defined by the program applications which they process:

- General Administrative System
- Coast Guard Administrative System
- Transportation Automated Office System (TAOS)

Figure 4.2 summarizes the three DOT systems according to the primary system users, equipment type and communications characteristics. Each system is subsequently discussed in more detail.

4.1.2 General Administrative System

TCC operates a general system which processes information for all DOT Administrations. However, primary support is provided for FHWA, NHTSA, UMTA and OST. Dual AMDAHL/470V host computers operate with two COMTEN 3690 front end processors (FEP). The FEPs provide total redundancy through a communications switch.

The COMTEN FEP is a microprogrammable processor which accommodates line interfaces to support up to 128 communications lines per front end. A maximum of four COMTEN FEPs are physically attachable which allows for expansion up to 512 lines. Asynchronous lines up to 19.2K bps and synchronous lines up to 56K bps are supported. EIA RS 232C, current loop, wide band and DDS are supported in full- or half-duplex modes. Binary synchronous communications (BSC) and SDLC protocols are supported.

Remote access of the AMDAHL system is predominantly via dial-in connections (approximately 80%). Bell 202 and 208 modems are presently utilized. However, TCC plans to convert to Bell 212 type devices. Presently, there is no monitoring of incoming traffic, however, plans also include the installation of a monitoring system to track traffic load distributions. One hundred and twelve dial ports and twenty-nine dedicated ports are operated.

Computer-to-computer communications are also supported. A 4.8K bps link connects the FAA IBM computer system in Oklahoma City, Oklahoma to the AMDAHL machines in Washington, DC. TCC representatives anticipate an increased requirement for remote computer communications in the future.

SYSTEM	PR IMARY <u>USERS</u>	<u>HOST</u>	COMMUNICATIONS
General	FHWA, NHTSA, UMTA, OST	AMDAHL 470 COMTEN 3690 FEP	Predominantly Dial
CG	CG	CDC 3300 KET 350	Predominantly Dial
TAUS	OST	DEC 1170	Direct wire Short haul dial

FIGURE 4.2: TCC SYSTEMS

4.1.3 Coast Guard Administrative System

A second computer system is dedicated to the support of Coast Guard administrative applications. Dual CDC 3300 machines operate with a Kleffman Electronic Teknalysis (KET) 350 FEP.

The KET front end was custom designed for Coast Guard use. Two high speed rotaries and a low speed rotary are used. A dedicated 9.6K bps dedicated short haul link between CG headquarters (DC) and TCC provides access for CG terminals. EIA RS 232C is supported in half-duplex modes. A modified version of UNIVAC's UT200 communications protocol is employed.

Computer-to-computer communications are also supported. A 4.8K bps link connects the Riverdale, Maryland computer center (pay and personnel) to TCC.

4.1.4 Transportation Automated Office System

TAOS is an office automation system which provides intrabuilding DOT headquarters communications. Capabilities of the system include: electronic mail, automated calendar, electronic phone logging, automated directories and word processing. The primary user of TAOS is OST. However, longer range plans project expansion of the system to include all DOT administrations and remote communications.

TAOS is supported by a complex of 3 DEC 1170 computers. DEC VT-100 compatible alphanumeric display terminals with electrothermal printers are used. Building terminals access the hosts via direct wire or short haul modem connections. Two dial-up ports are also available for remote interconnection.

4.1.5 OST Data Transmission Characteristics

OST maintains 185 terminals. All devices are located in Washington, DC within the DOT headquarters building. One hundred and sixteen terminals are utilized by TAOS. The terminals are DEC VT100 compatible programmable devices. Transmissions are asynchronous.

The remaining OST terminals are utilized for general administrative processing. Fifty devices, IBM 3270 compatible equipment, are operated for use by TCC. IBM devices are operated asynchronously. The other administrative terminals are a mix of teleprinters and

alphanumeric display units, which are utilized to process application programs on time shared systems. Transmissions are low-speed (300-1200 bps), asynchronous communications. An ASCII transmission code is employed.

4.1.6 OST Data Communications

OST data communications are supported via two types of facilities:

- hardwired, intrabuilding connections
- local, dial-up access

TAOS terminals are predominantly hardwired to the DEC computer system within TCC. Several dial-in ports are available to TAOS users for access from remote locations. Presently, a one-one port-to-terminal relationship exists in the TAOS system. TCC is, however, investigating the use of portsharing devices with priority systems in anticipation of system expansion and an associated increased user population.

The administrative terminals (IBM 3270 compatible) dedicated to TCC use access the AMDAHL computer complex via hardwired, intrabuilding cable connections. The remaining administrative terminals access a variety of time share vendors including: Control Data Corporation (CDC), Boeing, Bowne, Tymshare and First Data. The vendor systems are primarily located within the Washington, DC metropolitan area; consequently, access is via low-speed, dial connections.

4.2 U.S. COAST GUARD (CG)

U.S. Coast Guard data communications requirements can be categorized according to two classes of transmissions:

- Administrative
- Operational

Current administrative and operational data processing and data communications activities are supported by the Transportation Computer Center (TCC) in Washington, DC. The projected 1983 CG requirements, however, will involve significant terminal changes and additions because of growth in administrative and operational applications. The Coast Guard environment is anticipated to become dichotomized. Administrative processing will primarily be performed by the TCC; two smaller inventory and civilian personnel systems will be supported by other computing centers. A fourth center, the Operational Computer Center (OCC), is being implemented to support operational applications exclusively. The functional evolution of the Coast Guard data communications environment is portrayed in Figure 4.3; major CG systems are identified.

The CG currently operates 32 terminal devices. Plans indicate substantial growth through 1983 with an expected terminal population of approximately 600 devices. Figure 4.4 graphically portrays the projected growth trends of the CG. Appendix A reports in detail existing and projected terminal locations. Each application grouping, administrative or operational, is subsequently discussed according to existing or projected status.

4.2.1 Existing CG Programs

Thirty-two CG terminals, geographically dispersed across the Continental and Noncontinental United States (CONUS and NONCONUS, respectively), are operational. The distribution of these devices, between administrative and operational programs, is depicted in Figure 4.5.

EXISTING COAST GUARD SYSTEM

Administrative

Transportation Computer Center (TCC) District ADMN Systems

Operational

Search and Rescue Systems (SARS)

1983 COAST GUARD SYSTEM

Administrative

Transportation Computer Center (TCC)

District ADMN Systems

Joint Uniform Pay and Personnel System (JUMPPS)

Aircraft Repair Supply Center (ARSC)

Inventory/Accounting Systems

FAA Computer Center

Personnel Management Information System (PMIS) (This is a DOT-wide system)

Operational

Operational Computer Center (OCC)

Search and Rescue Systems (SARS)

Marine Safety Information System (MSIS)

FIGURE 4.3: COAST GUARD FUNCTIONAL OVERVIEW

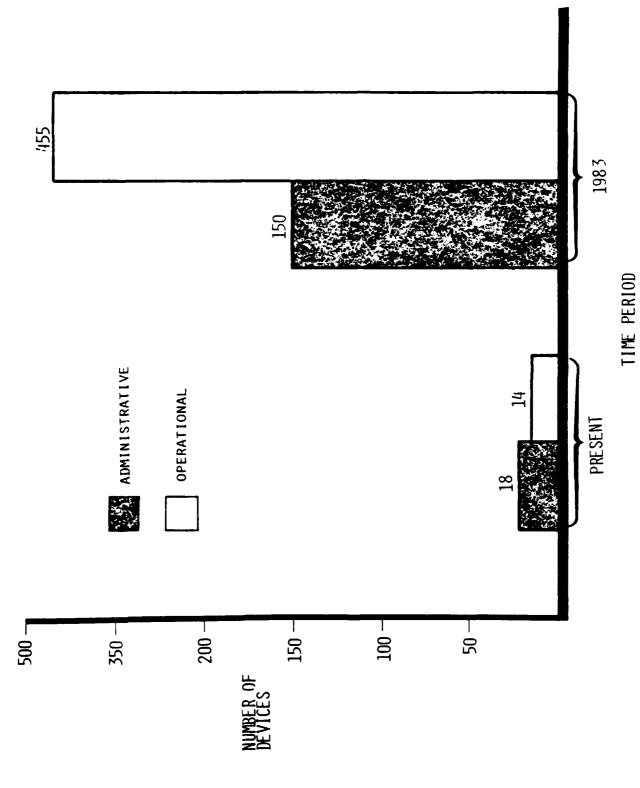


FIGURE 4.4: COAST GUARD TERMINAL DISTRIBUTION

PROGRAM	TERMINAL TYPE	MO.	DATA COMMUNICATIONS	PRIMARY HOST
Administrative				
District ADMN	RJE	18	FX Dedicated DDD WATS	TCC
<u>Operational</u>				
Search and Rescue (SAR)	TP	<u>14</u>	Dedicated	TCC
	TOTAL	32		

FIGURE 4.5: SUMMARY OF EXISTING COAST GUARD
REQUIREMENTS (1981)

4.2.1.1 Existing Administrative Programs

The CG administrative system consists of 18 RJE terminals located at various district offices. The equipment is Data 100/78 remote batch devices. Transmission of data is synchronous at 2400 bps. Administrative terminals access two CDC 3000 computers located at the TCC in Washington, DC. Access is primarily via FX circuits. However, the Seattle, Los Angeles and Long Beach offices share a dedicated, multiplexed 9600K bps circuit. Furthermore, Alaska and Hawaii are supported by DDD and WATS connections, respectively.

4.2.1.2 Existing Operational Programs

The operational programs of the CG support the Administration's Search and Rescue (SAR) systems. The largest SAR program is the Automated Mutual Vessel Reporting System (AMVER); a data base housed at TCC which tracks vessel related information. Two segregated teletype networks provide connectivity for CG district offices to access AMVER. The two networks, SARLANT and SARPAC, serve the Atlantic and Pacific Ocean areas, respectively. As the networks are configured each Coast Guard district has its own local teletype loop; field offices transmit information to district offices for processing at the TCC.

The AMVER system consists of 14 teletype terminals, however, CG plans include phasing out of the machines by 1981-1982. The teletype devices will be replaced by higher speed (1200 bps) terminals. Furthermore, when the upgrading occurs the higher speed equipment is planned to interface with the OCC in Governors Island, New York. A low speed link between the TCC and OCC computer systems will provide the necessary access to the TCC data base. The computer-to-computer link will be asynchronous to avoid emulation of the CDC 200-UT protocol at OCC.

4.2.2 Projected CG Programs

The CG currently processes all administrative and operational applications at the DOT facility in Washington, DC. The processing workload for operational applications will gradually be shifted to the OCC as that center is implemented, while administrative applications will primarily remain at the TCC.

Eight applications, with approximately 605 devices are projected to be operational by 1983. The terminals are distributed between application categories as: Administration - 455 and Operational - 150. Figure 4.6 reports the distribution of the projected CG data communications requirements.

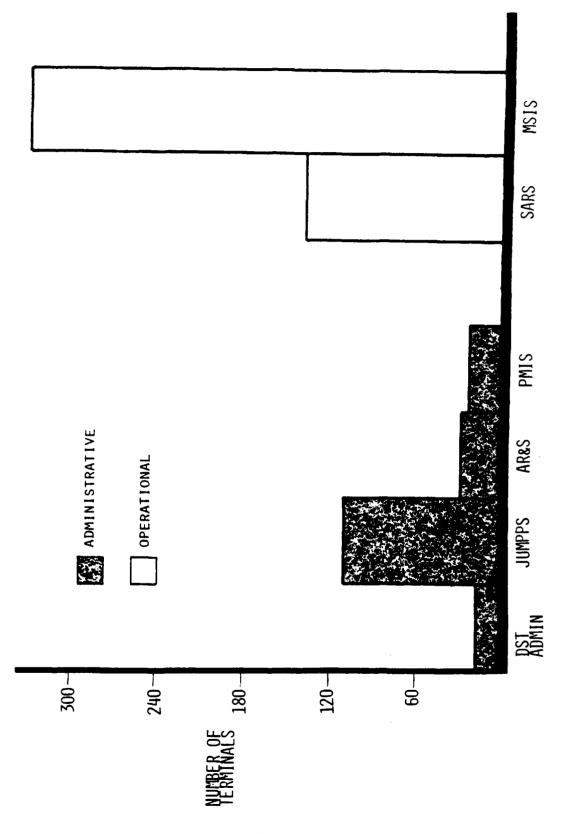


FIGURE 4.6: COAST GUARD TERMINAL DISTRIBUTION (1983)

Coast Guard terminals are predominantly located within the Continental United States (CONUS). Approximately 8 percent of the Administration's terminals are located in Washington, DC, the headquarters of the Coast Guard. Eighty-seven percent of the devices are scattered throughout the rest of the CONUS. The remaining few devices are located at Noncontinental United States (NONCON) sites. Figure 4.7 presents the distribution of Coast Guard terminal sites.

4.2.2.1 Projected CG Administrative Programs

The projected administrative system is planned as 150 devices located at geographically dispersed sites. The increase of terminals from the present 32 devices represents a growth of 118 terminals. Four administrative programs include:

- District ADMN
- Joint Uniform Pay and Personnel System (JUMPPS)
- Aircraft Repair and Supply Center System (ARS)
- DOT-Wide Personnel Management Information System (PMIS)

The four administration applications are subsequently discussed for specific equipment and data communications requirements. Administrative requirements are summarized in Figure 4.8.

4.2.2.1.1 District ADMN

The District ADMN system is planned to remain essentially unchanged. No significant equipment or data communications changes are anticipated. The 18 RJE terminals, located at district and headquarter offices will continue to access the TCC via FX, dedicated or dial facilities.

LOCATION DISTRIBUTION

PROGRAM	HDQTS	CONUS (NONHDQTS)	NONCONUS	TOTAL
Administrative	32	97	21	150
Operational	31	403	21	455
TOTAL	63	500	42	605

FIGURE 4.7: COAST GUARD TERMINAL LOCATION DISTRIBUTION (1983)

PROGRAM	· TERM	INAL <u>NO</u>	DATA COMMUNICATIONS	PRIMARY HOST CENTER
District ADMN	RJE	18	FX Misc Dial Dedicated	тсс
JUMPPS				
Batch I/R	RJE A/N	60 20	Dial VAN	PPSC TCC
Aircraft Repair and Supply Center (AR&SC)	A/N	28	VAN	ARSC
DOT-wide PMIS	A/N	24	VAN	ĒАА
TOTAL		150		
TOTAL		150		

FIGURE 4.8: PROJECTED COAST GUARD ADMINISTRATIVE REQUIREMENTS (1983)

4.2.2.1.2 **JUMPPS**

The Joint Military Pay and Personnel System is projected to become operational during 1981. JUMPPS will perform entry and transmission of batch data to the Military Pay Center (MPC) which is situated at Riverdale, Maryland. During the 1981-1982 timeframe, the facility will be moved to a site yet to be selected. Data collection at the MPC will be transmitted, via a high speed host-to-host link, to the TCC. In addition to the remote batch operation planned for JUMPPS, troubleshooting, auditing, and investigations will be performed by CRT terminals in an inquiry/response mode.

A total of 80 JUMPPS devices are planned for installation by 1983. The terminals are distributed as 60 batch and 20 I/R devices. JUMPPS devices account for 55 percent of all administrative terminals.

JUMPPS (BATCH). Sixty Sycor Basic 300/340 (or equivalent) terminals are planned to support JUMPPS batch communications. Transmissions are to be sent as full duplex, asynchronous, dial communications. Transmission speed will be 1200 bits per second (b/s). An ASCII 7 bit code will be employed. An approximate time frame for JUMPPS batch terminal acquisitions is:

1981 - 26

1983 - 34

These estimates are, however, subject to funding approval.

The 26 units are anticipated to be installed by the close of 1981. All terminal sites will operate a single device with the exception of the Coast Guard headquarters in Washington, DC, which will operate 6 terminals. By the close of 1983 an additional 34 units will be installed among units with 50-200 personnel files. Stations with less than 50 files would continue to process forms manually. The set of projected 1983 locations is incomplete; approximately 45 percent of the total projected locations have been identified.

JUMPPS INQUIRY RESPONSE (I/R). A total of 20 alphanumeric terminals will be installed to perform auditing, investigations and trouble-shooting of JUMPPS information. Queries will initially be sent via a Value Added Network (VAN), directly from a given location to the TCC. If the answer is too complex the query will be redirected to the MPC and personnel more familiar with the pay system will access the IBM 360s as needed.

OMRON 8025/8030 display terminals (or equivalent) are planned to be used for JUMPPS I/R communications. Transmissions will be asynchronous, half-duplex 1200 b/s communications. The 20 devices will be geographically dispersed across the United States.

4.2.2.1.3 Aircraft Repair and Supply Center System (ARSC)

The ARSC system will provide aviation inventory and accounting control as well as engineering statistics and management information for all Coast Guard Air Stations. ARSC users will access a Burroughs computer complex located at the Aircraft Repair and Supply Center in Elizabeth City, North Carolina.

A total of 28 geographical dispersed devices are planned for installation by 1981. Each ARSC site will operate a single device. Terminals are planned as alphanumeric display units, however, exact models are unknown at this time. Communications will be asynchronous, 1200 bps messages. A VAN will be used.

4.2.2.1.4 Personnel Management Information System (PMIS)

PMIS is the Coast Guard portion of the civilian personnel system operated agency-wide by DOT. (The PMIS system is discussed in detail in Section 4.4.) Various personnel action forms will be inputted from remote Coast Guard locations, processed and retransmitted to those locations. Processing will be performed at the FAA Aeronautical Center in Oklahoma City, Oklahoma by a complex of IBM computers.

Twenty-four PMIS terminals are anticipated to be distributed among remote sites. The devices are planned as alphanumeric units, however, exact manufacturer and models are unknown. Transmissions will be asynchronous, 1200 bps communications. A VAN is planned for use.

4.2.2.2 Projected CG Operational Programs

The projected 1983 operational system is planned as approximately 450 terminals located at geographically dispersed sites. Additional terminals are planned for installation through 1985, however, have not been identified in the inventory because the time frame which has been considered is through 1983. Operational processing requirements are to be handled by the OCC, a new facility which is being established to support the data processing

needs of Coast Guard operational systems. Approximately 90 percent of operational communications are anticipated to be supported by a VAN.

Two operational programs are identified:

- Computerized Search and Rescue (SAR)
- Marine Safety Inspection System (MSIS)

The program categories are subsequently discussed for specific equipment and data communications requirements. Operational requirements are summarized in Figure 4.9.

4.2.2.2.1 SAR

Computerized search and rescue programs consist of three primary systems. The Automated Mutual Assistance Vessel Rescue (AMVER) System provides aid in the development and coordination of search and rescue efforts in international ocean areas. The Search and Rescue Planning (SARP) System is a computerized program that develops solutions to search planning problems. Computer Assisted Search Planning (CASP) is a series of computer programs that use simulation techniques to solve search planning problems.

One hundred and forty SARS terminals are planned to be operational by 1983. The existing 14 TTY devices will be replaced by higher speed devices. A multipoint polled network, 83B3, interfaced to the VAN network will provide communications to these devices.

The additional 126 terminals will provide support to Coast Guard groups, OPCENS, RCC's, headquarters and district offices. Furthermore, by 1985, CG air stations will install SAR devices.

SARS transmissions will be asynchronous, 1200 bps communications. A VAN will provide all networking support.

4.2.2.2.2 MSIS

MSIS is an integrated system that will allow Captains of the Port (COTP) and Officers in Charge of Marine Inspection (MIS) to employ their personnel resources to enforce safety and pollution regulations. Additionally, headquarters and district staffs will access the

PROGRAM	TERM:	INAL <u>NO.</u>	DATA COMMUNICATIONS	HOST CENTER
SAR	A/N	140	VAN	000
MSIS	A/N	315	VAN	OCC
TOTAL	_	455		

FIGURE 4.9: PROJECTED COAST GUARD OPERATIONAL REQUIREMENTS (1983)

system for report generation and program evaluation. MSIS will be a data base driven system that employs screen generation to prompt the user community in inputting data. MSIS is currently under development. A prototype system is scheduled for completion shortly.

MSIS will be a highly interactive system that will support 315 terminal users. Users of the system are all COTP, Marine Safety Officers (MSO), MIS, district and headquarters marine safety offices and merchant marine technical branches.

Similar to other planned CG devices, MSIS equipment will be alphanumeric display units, transmitting asynchronous communications at speeds of 1200-2400 bps. Furthermore, a VAN will be used for remote communications between field offices and the OCC.

4.3. FEDERAL AVIATION ADMINISTRATION (FAA)

Ten FAA administrative data systems have been identified. Primary centralized computer support for these systems is provided by the FAA computer center in Oklahoma City, Oklahoma. The data communications requirements of the administration are classified according to two categories of systems: local and national. Local administrative systems operate exclusively at Oklahoma City and, accordingly require intrabuilding or short-haul interconnections. National systems, which operate within the Continental and Noncontinental United States (and also Oklahoma City) require long-haul communications to support remote data communications. The emphasis of this study is on the remote communications requirements of DOT and, hence, discussions will concentrate on national systems. However, local systems are identified for completeness. Figure 4.10 summarizes FAA data systems.

The FAA has also identified plans for several longer range data systems not identified in Figure 4.10. The data communications requirements for these planned systems are in the process of being formulated. Consequently, the planned systems are qualitatively discussed, however, exact data transmission and data communications characteristics are not identified.

Two FAA data systems planned for introduction over the next 3-5 years reflect a trend within administrative operations to capture data directly in field locations and electronically transmit the information to regional offices.

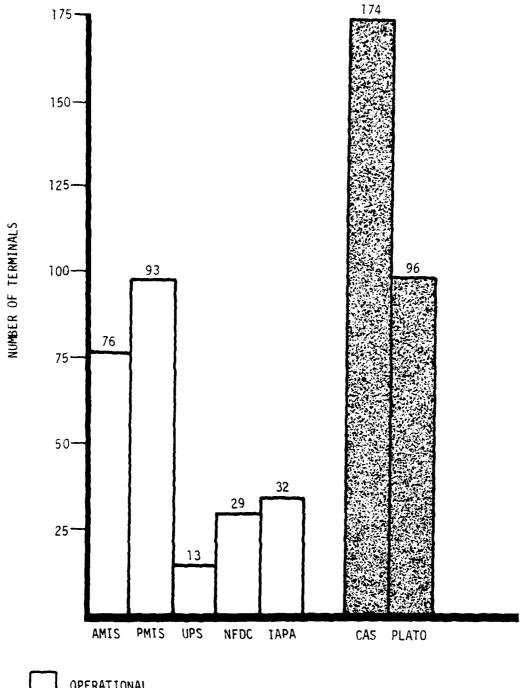
An Enforcement Information System (EIS) is presently being tested in the ASO FAA site. Safety information is being collected from various field offices, general aviation district offices, security districts and engineering districts. The information is sent to the regional office and subsequently transmitted to the FAA Aeronautical Center via dial-up connections. EIS potentially will support up to 250 terminal devices in 170 remote field locations.

The second system is planned to offload processing requirements of Air Route Traffic Control Centers (ARTCC) and major aircraft towers. Minicomputers will be used to process applications such as watch schedules, time and attendance records and word processing. The program is presently under test in the AWE FAA site. Similar to EIS, field offices transmit data to regional locations which, in turn, send information to the aeronautical center.

	SYSTEM	CATEGORY	<u>STATUS</u>
1.	Consolidated* Airman Information System (CAIS)	Local	Operational
2.	Supply* (NSTP)	Local	Operational
3.	Depot Support* (DSTP)	Local	Operational
4.	Aircraft Management Information System (AMIS)	National	Operational
5.	Personnel Management Information System (PMIS)	National	Operational
6.	Uniform Payroll System (UPS)	National	Operational
7.	National Flight Data Center (NFDC)	National	Operational
8.	Instrument Approach Procedure Automation (IAPA)	National	Partially operational
9.	Uniform Accounting System (UAS)	National	Planned (1983)
10.	PLATO	National	Planned (1983)

^{*} Not in Data Base.

FIGURE 4.10: FAA DATA SYSTEMS



OPERATIONAL

PLANNED (1983)

FIGURE 4.11: FAA ADMINISTRATIVE TERMINAL DISTRIBUTION

4.24

	TERMINA	L		DATA	PRIMARY
SYSTEM	TYPE	NO.	SPEED (bps)	COMMUNICATIONS	HOST
AMIS	Telex 272	76	2400	ADCN	FAA IBM370/155
PMIS	Incoterm 10/20	93	2400	ADCN	FAA IBM370/155
UPS	IV Phase	13	4800	ADCN	FAA IBM370/155
NFDC	Hazeltine 2000	28	300	ADCN	FAA IBM370/155
	Harris	1			
IAPA	A/N Graph	22 10	2400 4800	ADCN	FAA IBM370/155
UAS	A/N	174	-	ADCN	FAA IBM
PLATO	A/N	<u>96</u> 513	-	FTS	University of Delaware

FIGURE 4.12: FAA ADMINISTRATIVE TERMINAL CHARACTERISTICS

A third system will provide outage information to FAA headquarters through remote monitoring of air field sites. The plans for this system are in the very preliminary stages and, hence, exact functional requirements are unspecified at this time.

Approximately 250 FAA administrative terminals are currently maintained with plans of growth to an excess of 500 devices by 1983. The distribution of terminals among FAA data systems is depicted in Figure 4.11. As illustrated, the Aircraft Management Information System (AMIS) and the Personnel Management Information System (PMIS) are the largest operational programs. Collectively, AMIS and PMIS account for approximately 70 percent of FAA administrative data systems. Two relatively large proposed systems, Uniform Accounting System (UAS) and PLATO, are anticipated to maintain approximately 125 and 100 terminal devices, respectively. The systems, in the early stages of implementation, are anticipated to become fully operational toward the latter part of 1983.

FAA terminal devices are a mix of A/N, graphic, RJE and programmable units as shown in Figure 4.12.

4.3.1 FAA Aeronautical Center

The FAA Aeronautical Center, located in Oklahoma City, Oklahoma, is the computing facility accessed by most administrative systems. The aeronautical center operates two IBM System 370/155 and 4341 computer systems to support FAA administrative data processing requirements. These two systems operate under IBM's Operating System/Multiple Variable Tasking (OS/MVT). FAA users access the IBM computer complex remotely through COMTEN 3670-L1 and 3670-E1 front end processors. In addition to the IBM systems, the aeronautical center operates a DEC minicomputer for IAPA users.

4.3.2 Administrative Data Communications Network (ADCN)

FAA operates the Administrative Data Communications Network (ADCN) in support of national administrative systems. In particular, five primary system users include: AMIS, PMIS, UPS, IAPA and NFDC. Furthermore, a national FAA accounting system, UAS, is planned to be integrated into ADCN within the near future.

The ADCN is a multiplexed network which provides continuous communications support to FAA administrative systems. Point-to-point dedicated lines, at speeds ranging from 2.4 - 9.6K bps, connect regional headquarters with the FAA Aeronautical Center in Oklahoma City. Fifteen FAA remote sites are serviced by ADCN; five of the sites operate multiplexor equipment. Figure 4.13 illustrates the ADCN network topology.

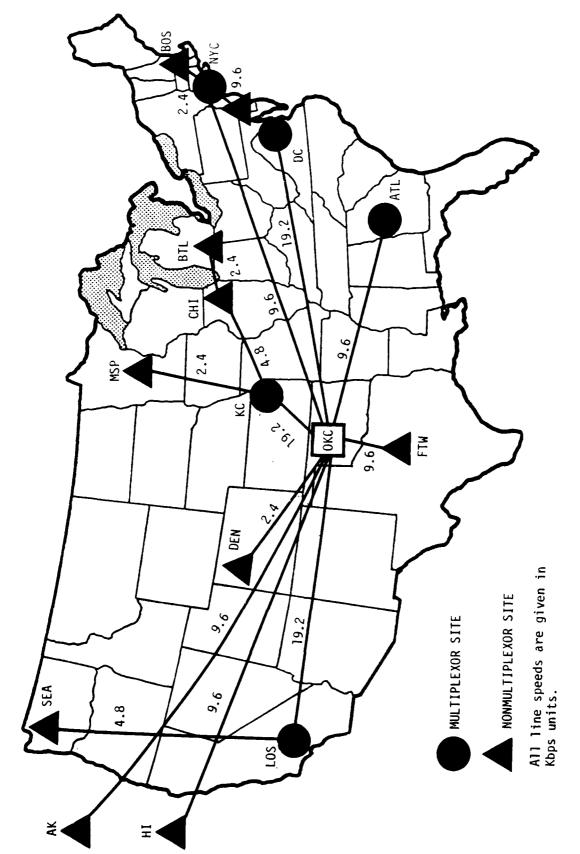


FIGURE 4.13: FAA ADMINISTRATIVE DATA NETWORK

A mix of Codex statistical multiplexors provide line sharing capabilities for ADCN users. Codex 6010 supports a maximum of thirty, low-speed, asynchronous incoming lines; the maximum allowable output line speed is 9.6K bps. Codex 6030 multiplexors support sites with greater throughput requirements. One hundred twenty four low-speed, input lines and a 19.2K bps output line are maximum.

Fifteen ADCN sites support 243 FAA administrative terminals. Washington, DC and Oklahoma City sites maintain the largest operation of terminals and accordingly, are responsible for the largest volume of activity. Washington operates 70 devices (30 percent of total) and Oklahoma City operates 48 terminals (20 percent of total). The locations of FAA terminals categorized according to ADCN site are depicted in Figure 4.14. PMIS and AMIS, the largest application users, account for 93 terminals (40 percent of total) and 76 terminals (28 percent of total), respectively.

The planned integration of the Uniform Accounting System (UAS) into ADCN will result in increased traffic loading to the network. As a consequence, an additional multiplexor will be installed in service locations to support UAS requirements. Furthermore, the increased loading will also necessitate the installation of an additional Codex device in Washington, DC. Figure 4.15 summarizes the 1983 FAA terminal population by ADCN site.

Traffic transmitted via the ADCN is primarily interactive or transaction mode. However, batch transactions are sent during nonpeak hours. Dial backup is provided via the network.

4.3.3 Aircraft Management Information System (AMIS)

AMIS is a national system which tracks maintenance, management, operational and inventory information concerning FAA owned (and rented) aircraft. The AMIS data base, housed at the FAA Aeronautical Center, contains statistics such as: facility scheduling, aircraft status, flight logs, reliability and performance profiles, maintenance schedules and fuel usage. Users of the AMIS system include the National Field Office, Aircraft Service Bases, Technical Center and Flight Standards Divisions.

Seventy-six AMIS terminals are operated. The terminals, alphanumeric units and low-speed printers, are distributed across 10 flight inspection offices. All terminals access the IBM 370 computer complex in Oklahoma City via the ADCN.

APP	LΙ	CA	T	10	NC	S
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		'	MILLETONITON	•		
LOCATIONS	AMIS	<u>PM1S</u>	UPS	NFDC	IAPA	TOTAL
Anchorage, AK	6	3	1	-	3	13
Atlantic City, NJ	4	3	1	-	3	11
Atlanta, GA*	4	5	1	-	3	13
Boston, MA	_	5	-	-	-	5
Battle Creek, MI	4	-	-	-	3	7
Chicago, 1L	-	5	-	-	-	5
Denver, CO	-	3	1	-	-	4
Ft. Worth, TX	-	5	1	-	-	6
Honolulu, HI	6	2	1	-	3	12
Kansas City, MO*	-	3	1	-	-	4
Los Angeles, CA*	4	4	1	-	3	12
Minneapolis, MN	4	-	-	-	3	7
NYC, NY*	-	5	2	-	-	7
OKC, OK*	34	9	1	-	7	51
Seattle, WA	4	3	-	-	3	10
Washington, DC*	6	38	2	29	1	76
nasiiinigaan,					20	242
TOTAL	76	93	13	29	32	243

^{*} Multiplexor Sites

FIGURE 4.14: FAA TERMINAL LOCATIONS BY ADCN SITE (1981)

W. I FTOWITOHS	APF	ΊJΥ	CAT	IONS	
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	APPLICATIONS						
<u>LOCATIONS</u>	AMIS	PMIS	<u>UPS</u>	NFDC	IAPA	CAS	TOTAL
Anchorage, AK	6	3	1	-	3	7	20
Atlantic City, NJ	4	3	1	-	3	12	23
Atlanta, GA*	4	5	1	-	3	16	29
Boston, MA	-	5	-	-	-	2	7
Battle Creek, MI	4	-	-	-	3	-	7
Chicago, IL	-	5	-	-	-	2	7
Denver, CO	-	3	1	-	-	2	6
Ft. Worth, TX	-	5	1	-	-	16	22
Honolulu, HI	6	2	1	-	3	4	16
Kansas City, MO*	-	3	1	-	-	16	20
Los Angeles, CA*	4	4	1	-	3	24	36
Minneapolis, MN	4	-	-	-	3	-	7
NYC, NY*	-	5	2	-	-	20	27
OKC, OK*	34	9	1	-	7	30	81
Seattle, WA	4	3	-	-	3	2	12
Washington, DC*	6	38	2	29	1	21	97
TOTAL	76	93	13	29	32	174	417

^{*} Multiplexor Sites

FIGURE 4.15: FAA TERMINAL LOCATIONS BY ADCN SITE (1983)

4.3.3.1 AMIS Data Transmission Characteristics

AMIS terminal devices are a mix of Telex alphanumeric and printer devices controlled by Telex 271 controllers. All devices are IBM 3270 compatible. The devices transmit 2400 bps, synchronous communications. An ASCII code is employed. The 76 devices are distributed as 39 CRT terminals and 37 printers. Figure 4.16 summarizes the AMIS data transmission scheme.

AMIS terminals are located at nine Continental and Noncontinental United States sites. The largest concentration of terminals (approximately 50 percent) is at the aeronautical center in Oklahoma City.

4.3.3.2 AMIS Data Communications

Remote AMIS data communications are supported by the ADCN. AMIS terminals are polled via INTERCOM polling scheme initiated by an IBM host at the FAA computer center. Traffic is predominantly interactive.

4.3.4 Personnel Management Information System (PMIS)

The Personnel Management Information System (PMIS), the largest of all FAA administrative systems, supports centralized data processing of personnel data for all DOT Administrations. Previously, PMIS was exclusively an FAA system, however, in accordance with recent DOT recommendations, system support has been expanded to include all Administrations. Processing, communications and application support is provided by the FAA Aeronautical Center in Oklahoma City. Centralized management of the system is an FAA headquarters responsibility.

PMIS data is mailed from field offices to regional sites for on-line inquiry/response and updating of personnel data bases. Inquiry-response communications are transmitted via ADCN. Bulk volume report data is sent in an RJE mode via FTS. Regional sites receive information on tape drives for off-line printing to low-speed devices or directly to RJE devices.

Ninety-three PMIS terminals are operated. The terminals, alphanumeric display units, are distributed among 14 FAA sites including regional headquarters, national headquarters and the FAA training center. Additionally, 20 CG PMIS terminals are planned for installation. The CG PMIS requirements are reviewed in Section 4.2.

NETWORK

DEDICATED, MULTIDROP FACILITIES

HOST

IBM 4341

OKLAHOMA CITY, OK

TERMINALS

TELETYPE 270 SERIES

2400 bps

FDX

DATA TRANSMISSION

ASCII (8 bit) SYNCHRONOUS

FIGURE 4.16: AMIS DATA TRANSMISSION SCHEME

4.3.4.1 PMIS Data Transmission Characteristics

PMIS terminal devices are a mix of INCOTERM and Harris programmable equipment. Transmissions are 2400 bps asynchronous and synchronous communications. ASCII and EBCDIC codes are employed. The PMIS data transmission scheme appears in Figure 4.17.

PMIS terminals are located at 14 Continental and Noncontinental sites. The largest concentration of terminals is at national headquarters in Washington, DC. Thirty-eight terminals transmit and receive personnel data for all DOT administrations.

4.3.4.2 PMIS Data Communications

Remote PMIS data communications are transmitted via the ADCN. PMIS terminals are polled via an IBM message control protocol initiated by the host machine in Oklahoma City. Traffic is predominantly interactive. However, batch reports are transmitted during nonpeak hours via leased line and dial-up connections.

4.3.5 Uniform Payroll System (UPS)

The Uniform Payroll System (UPS) is responsible for preparation and dispersal of checks and bonds for all DOT Administrations with the exception of Military Coast Guard, Alaska Railroad and St. Lawrence Seaway. Data received via the mail from remote sites is prepared from regional headquarters sites and transmitted to the aeronautical computer center. The FAA center subsequently prepares a tape which is mailed to Kansas City, Missouri for check production and dispersement. UPS processes payroll data for approximately 75,000 DOT employees.

Terminal devices are located in ten regional headquarters and national headquarters; thirteen devices are operated. Terminals access the FAA computer center in Oklahoma City via the ADCN.

4.3.5.1 UPS Data Transmission Characteristics

UPS equipment are primarily four phase system intelligent terminal devices. UPS transmissions are 2400-9600 bps, synchronous communications. An EBCDIC transmission code is employed. Figure 4.18 summarizes UPS data transmission characteristics.

UPS terminals are located at eleven Continental and Noncontinental locations with terminals uniformly distributed across sites.

NETWORK

ADMINISTRATIVE DATA

COMMUNICATIONS

NETWORK (ADCN)

HOST

IBM 370/155

OKLAHOMA CITY, OK

TERMINALS

INCOTERM SPD 10/20

HARRIS 8171

2400 bps

DATA TRANSMISSION

FDX ASCII/EBCDIC

ASYNCHRONOUS/SYNCHRONOUS

FIGURE 4.17: PMIS DATA TRANSMISSION SCHEME

ADMINISTRATIVE DATA

COMMUNICATIONS NETWORK

NETWORK (ADCN)

IBM 370/155 HOST

IBM 4341 OKLAHOMA CITY, OK

FOUR PHASE IV/90 **TERMINALS**

2400-4800 bps

FDX DATA TRANSMISSION

EBCDIC

SYNCHRONOUS

4.3.5.2 UPS Data Communications

Remote UPS data communications are transmitted via the ADCN. FTS is utilized as a dial backup capability. The transmission of UPS traffic, predominantly batch mode, corresponds to the biweekly pay schedule of DOT.

4.3.6 Instrument Approach Procedure Automation (IAPA)

The IAPA system, in the early stages of implementation, is an automated data base retrieval system for access of flight chart information. IAPA provides interactive receipt and transmission of flight data such as airport facility, fix and coordinate information. The computerized data base system replaces a manual system which is presently operational.

IAPA is currently installed and operated in two Flight Inspection Offices (FIFOs). Because of the increasing procedure development workload present at FIFOs, and the demonstrated ability of the IAPA system to materially reduce the processing cycle and manhours associated with the development of a procedure, the IAPA system will be implemented system-wide. The implementation of IAPA, planned as a phased installation, is anticipated to be completed by the close of 1981.

Approximately 30 IAPA terminals are planned for installation. The terminals, a mix of alphanumeric CRT and graphic devices, will access the FAA Aeronautical Center in Oklahoma City for processing of IAPA data. Transmissions will be primarily sent via the ADCN.

4.3.6.1 IAPA Data Transmission Characteristics

IAPA terminals are planned as a mix of alphanumeric cathode ray tubes and high speed graphic terminals. However, exact equipment types are unknown at this time. The graphic terminals will be supported with a 4800 bps channel while the alphanumeric devices will operate at 1200-2400 bps speeds (as appropriate to individual sites). Both terminal types transmit asynchronous communications.

A total of 32 terminals distributed among ten FAA sites are anticipated. The distribution of the terminals is: 22 alphanumeric and 10 graphic devices. Most sites are planned to operate at least two alphanumeric and one graphic terminal. All terminals will access a PDP 11 computer at the aeronautical center in Oklahoma City.

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4.3.6.2 IAPA Data Communications

IAPA data communications are planned to be incorporated, in the most economical way, into the existing ADCN. IAPA lines will generally enter the mixed ADCN network, but in some cases may be initially configured outside the multiplexed trunks. On a long-range basis, all IAPA circuits will be optimized within the total network (along with other applications), and stand-alone circuits should correspondingly disappear. Also, on a longer-range basis, IAPA line speed requirements will be validated, and appropriate adjustments will be incorporated.

The integration of IAPA communications requirements into the ADCN necessitates the installation of an additional multiplexor. The existing trans-Pacific long-line loading to Oklahoma City is full. Thus, a Codex 6030 statistical multiplexor is to be placed at the Honolulu hubsite to accommodate the increased traffic.

4.3.7 Uniform Accounting System (UAS)

FAA is currently developing a uniform accounting system, UAS, to service regional headquarters and remote service sites. The standardized procedures will replace the existing, incompatible financial packages utilized by individual cost centers. UAS is planned as an inquiry response, automated accounting system which will allow users to input transactions, update files and receive reports. Centralized processing of accounting data will be performed by the IBM complex of computers at the aeronautical center.

UAS is in the beginning stages of development; complete implementation of the system is targeted for the 1982/1983 time frame. In-house testing has been and will continue to be performed at the aeronautical center. Upon validation of system performance remote sites will be phased into operation.

4.3.7.1 UAS Data Transmission Characteristics

One hundred twenty five alphanumeric terminals (IBM 3270 compatible) and 49 printers are projected to be installed at fourteen UAS sites. Exact design parameters of the terminals on controller devices are unknown at this time because of the early stages of the project.

4.3.7.2 UAS Data Communications

UAS users will access the FAA Aeronautical Center via the ADCN. Because of the substantial workload increase generated by the new system, significant impacts to the ADCN multiplexor and trunk lines are expected, however, unquantifiable at this time.

4.3.8 PLATO

PLATO is an on-line, interactive training system which facilitates the training of flight inspection mechanics through the use of computerized assisted instructions. The system is planned to operate on a rotating basis with primary and secondary sites exchanging the use of terminals approximately every six months.

The PLATO system is in the developmental stage and, consequently, exact terminal traffic and data communications requirements are unspecified. The system developed by the University of Delaware utilizes Control Data IST 2 terminals for testing. The display units, with 20K of memory, use a nonstandard ASCII code. Access to the University is presently via FTS facilities, however, future longer range plans anticipate the use of dedicated lines.

The newness of PLATO precludes precise identification of terminal locations. However, an approximate 1983 distribution is as follows:

Airway Facility Sector Offices = 39
(Primary)

Training Center = 50

Flight Inspection Office = 7

Longer range plans include an expansion of the PLATO system to 200-300 terminals. In addition to the above sites, devices are anticipated to be maintained by Air Traffic Control Centers, Category IV and V, Towers and Flight Service sites.

4.4 FEDERAL HIGHWAY ADMINISTRATION (FHWA)

The FHWA carries out the highway transportation programs of DOT and, in particular, is concerned with the total operation and environment of highway systems. Primary emphasis of the FHWA is the administration of federal aid highway programs. To this end, FHWA operates a variety of highway-related programs.

The FHWA administers the major Federal Aid to Highway programs which provide financial assistance to states for highway construction. Research and Development (R&D) activities provide program development support in FHWA. The Direct Federal Construction Program (DFC) provides design and engineering support to highway construction on Federal land. The Financial Management Information System (FMIS), in the early stages of implementation, tracks state highway funding obligations. The Bureau of Motor Carrier Safety (BMCS), which operates a vehicle tracking program, is also in the early stages of implementation.

Figure 4.19 summarizes FHWA programs. The administration is planning (by FY 1982) to operate 95 terminals. FMIS, the largest communications system, accounts for approximately 70 percent of all FHWA devices. Essentially all devices will be alphanumeric display units utilizing an asynchronous transmission scheme. Communications are voice-grade speeds via remote, dial and dedicated facilities to the TCC in Washington, DC. Approximately 90 percent of FHWA terminals are located within the Continental United States (CONUS); 7 percent of these devices are located within the Washington, DC headquarters building. Figure 4.20 presents the distribution of FHWA sites. The following subsections discuss data transmission and communications requirements of each program.

4.4.1 Research and Development (R&D)

R&D activities provide program development and analysis support to FHWA. Activity areas include traffic simulation, materiels analysis, environmental and safety structures, and applied mechanics.

	TERMINAL			
PROGRAM	TYPE	NO.	DATA COMMUNICATIONS	<u>HOST</u>
Research & Development				
(R&D)	UNIVAC 9300	1	Dedicated	TCC
		_		
Direct Federal	UNIVAC 9300	3		
Construction	VT/132	10	Dedicated	
(DFC)	GE Terminet 30	1	Dial-up via	TCC
	TEK 4014	3	FTS	
Financial Management	A/N			
Information System	(under	67	VAN	TCC
(FMIS)	solicitation)			
Motor Carrier	Lear Siegler			
Safety Investigation	ADM 42	10	VAN	TCC
	TOTAL	95		

FIGURE 4.19: SUMMARIZED FHWA REQUIREMENTS (1983)

	LC	CATION DISTRIB	UTION	
PROGRAM	HDQTS	CONUS	NONCONUS	TOTAL
R & D Direct Federal	-	1	-	1
Construction	-	17	-	17
Financial Management Information System	6	58	3	67
Motor Carrier Safety Investigation	1	9	-	10
TOTAL	7	85	3	95

FIGURE 4.20: FHWA TERMINAL LOCATION DISTRIBUTION (1983)

4.4.1.1 R&D Data Transmission Characteristics

A single R&D site is operated in McLean, VA. A Univac 9300 RJE terminal is used for transmission and receipt of analysis data. The terminal operates in a synchronous mode; transmission is half duplex.

4.4.1.2 R&D Data Communications

The Univac terminal accesses the TCC via a dedicated 9600 bps line.

4.4.2 Direct Federal Construction (DFC)

DFC activities consist of highway design and engineering programs. The major application is the Roadway Design System (RDS) which is an automated highway design program.

4.4.2.1 DFC Data Transmission Characteristics

Three DFC sites are operational with a total of 17 terminals. Each DFC site supports a Univac 9300 RJE for transmission of analysis data. The terminals operate in a synchronous mode at 9600 bps. Transmission is half-duplex.

Each of the three DFC center sites operates DEC VT/132 and Tektronix 4014 terminals. Additionally, the Vancouver DFC center operates a GE Terminet 30 device. Today, terminals are utilized primarily as alphanumeric display units for program development functions. However, future plans include the use of the Tektronix devices for graphic applications. The interactive terminals transmit asynchronous communications at 1200 bps. A half duplex transmission scheme is also employed.

FHWA representatives have indicated that longer range DFC plans include upgrading of remote computing capabilities. Existing RJE equipment at the three center sites are projected to be replaced with minicomputers which will also support automated drafting and engineering systems.

4.4.2.2 DFC Data Communications

DFC operates both dial-up and dedicated lines. The UNIVAC RJE terminals, predominantly supporting analyses runs, access the TCC via dedicated long-distance facilities. Data is submitted in batch mode; processed off-line; and results are received as tape output for off-line plotting, or transmitted to high speed printers.

The interactive devices, with lower volume program development and on-line program execution traffic, remotely access the TCC via dial-up FTS connections.

4.4.3 Financial Management Information System (FMIS)

The FHWA is presently soliciting vendor bids for alphanumeric keyboard/display terminals (with printers) to serve the teleprocessing needs of FMIS. The program, planned for installation within 1981, is an on-line interactive system, which will replace the fifteen year old mail shuttle system. The basic function of FMIS is to track state and federal highway aid projects and funding obligations.

Future plans of FHWA envision FMIS devices to be utilized as multi-application terminals. The participation of the FHWA in the automated DOT Personnel Management Information System (PMIS) will alleviate reliance on mail transmission of data between remote offices and headquarters. The second planned application is an on-line accounting system. The accounting system will expediate submission of state expenditures which is presently handled through a combination of automated and manual transactions.

4.4.3.1 FMIS Data Transmission Characteristics

Sixty-seven A/N terminal devices will serve all of FHWA regional and division offices within the Continental United States, Alaska, Hawaii and Puerto Rico. The terminals will be TTY/RS-232 compatible. An asynchronous technique and ASCII code characterize the devices. Communications will be transmitted at a 1200 bps rate.

4.4.3.2 FMIS Data Communications

Interactive data entry, updating and editing will be performed from remote sites with access to the TCC in Washington, DC. Communications will be supported via dial facilities. However, specific facilities to be used are currently being evaluated. A Value-Added Network is being considered.

4.4.4 Bureau of Motor Carrier Safety (BMCS)

The Federal Highway Administration exercises jurisdiction over the safety performance of commercial motor carriers engaged in interstate or foreign commerce. Safety investigators and inspectors check on driver qualifications and their hours of service on the road, investigate truck and bus accidents, make carrier terminal and vehicle inspections, and conduct compliance investigations.

An automated BMCS management information on-line, data base system has been developed and tested at FHWA headquarters. The data base contains information on approximately one hundred and fifty thousand certified motor and private carriers (e.g., accident record, special equipment). Specifically, the data base contains information concerning carriers and hazardous materials, bus and truck accidents, and roadside checks and inspections.

4.4.4.1 BMCS Data Transmission Characteristics

Implementation of the BMCS data base system is in the preliminary stages with terminal locations limited to FHWA regional offices and headquarters. Ten locations are planned to become operational during 1981. Additionally, the Interstate Commerce Commission and Department of Defense are planned to access the system.

Lear Siegler ADM-42 terminal devices are planned for use. Data transmission characteristics include ASCII code, asynchronous communications, and 300-1200 bit per second speeds. A standard RS232/449 terminal interface is to be employed.

4.4.4.2 BMCS Data Communications

The on-line, interactive system will access the TCC at headquarters. Approval for temporary FX lines has been obtained. Longer range plans include replacement of the lines with Value Added Network facilities.

4.5 FEDERAL RAILROAD ADMINISTRATION (FRA)

The FRA provides consolidated Government support of rail transportation programs, administers and enforces rail safety laws, administers financial assistance programs for selected railroads, and conducts research and development programs in support of improved rail transportation. Correspondingly, the teleprocessing and telecommunications requirements of FRA are defined by safety, policy, Federal assistance, administrative, and testing programs.

The FRA operates 35 terminal devices; most of which are located at the headquarters office. Fifteen of the terminals require remote communications support. The largest programs, safety and policy applications, account for 80 percent of all remote communications. The majority of FRA terminals are alphanumeric, asynchronous, low-speed devices. Access is predominantly local dial-up to timesharing services. A summary of FRA data communications requirements is given in Figure 4.21.

4.5.1 Railroad Safety (RS)

Railway safety programs track statistical information and perform statistical analysis related to Federal laws and regulations designed to promote safety on railroads.

4.5.1.1 RS Data Transmission Characteristics

Seven terminals support the teleprocessing requirements of RS. The terminals, located within the FRA headquarters building in Washington, DC, are a mix of four device types: 3 Anderson Jacobson 832; 1 Atlanthus V203; 2 Texas Instrument "silent 700" models; and 1 Tektronix 4013.

All terminals are asynchronous devices, interfaced with EIA RS-232C standard, and employ an ASCII transmission code. Transmissions range from 300-1200 bps. The Anderson Jacobson and Atlanthus devices are operated daily for interactive communications. The Texas Instrument terminals are used for night time batch processing. The Textronix devices are utilized daily for graphic display.

	TERM		DATA			
PROGRAM	TYPE	NO.	COMMUNICATIONS	<u>HOST</u>		
	AJ 832	3				
Safety	Atlant V203	1	Dial-up	Boeing		
	TI 700	2	(local)			
	TK 4013	1				
	Data 100	2	Dedicated			
	AJ 860	2		Boeing		
Policy	TI 200	2	Dial-up	Informatics		
	TK 4015	1	(local)			
	TK 4027	1				
Federal	Tymshare		Dial-up			
Assistance	350A	1	(local)	Tymshare		
	Computer			Computer		
	Transceiver	1	Dial-up	Sciences		
Administrative						
	Data Media	2	Dial-up	ADP		
Testing	TK	16	Hardwired	ттс		
	TOTAL	35				

FIGURE 4.21: SUMMARIZED FRA REQUIREMENTS

4.5.1.2 RS Data Communications

RS communications are transmitted via local, dial-up, low-speed facilities. All terminals access an IBM 3033 computer operated at Boeing Computer Services in Vienna, Virginia. All terminals operate at 300 bps, with the exception of the Tektronix graphics device which runs at 1200 bps.

4.5.2 Railroad Policy (POL)

Policy programs administer FRA regulations.

4.5.2.1 POL Data Transmission Characteristics

Policy programs utilize eight terminals; all terminals are located at the FRA headquarters in Washington, DC. The equipment, a mix of RJE, teleprinter and A/N display devices include: 2 Data 100/78, 2 Anderson Jacobson 860, 2 Texas Instrument 700 series, 1 Tektronix 4015 and 1 Tektronix 4027.

The AJ, TI and TEK terminals are asynchronous devices. Tektronix terminals are operated as graphic terminals. EIA RS232C standard interface and ASCII codes are employed. TI and TEK terminals transmit at 1200 bps; the AI devices transmit at 300 bps.

The two Data 100 RJE terminals are synchronous devices. Higher speed batch transmissions operate at 4800 bps. Similar to the other devices, RS232C standard is used as the terminal interface.

According to policy representatives, future growth include projections up to thirty terminals with a mix of twenty "dumb" and ten "intelligent" devices. The projections, however, have not been specified to any more detail.

4.5.2.2 POL Data Communications

Policy data communications are predominantly low-speed, local dial connections. All terminals access two timesharing facilities: Boeing and Informatics. The Informatics machine is an IBM 3033. Both vendor hosts are located in the Virginia suburbs of Washington, DC and, hence, require local access exclusively. One dedicated 4800 bps line links the RJE device with Boeing.

4.5.3 Federal Assistance to Railroads (FA)

Federal assistance programs track financial obligations of selected railroads and also administer projects related to railway transportation economics.

4.5.3.1 FA Data Transmission Characteristics

FA operates one Anderson Jacobson 860 terminal located at FRA headquarters. The terminal is an asynchronous, low-speed device. An ASCII code and RS232C interface are employed. Some interactive traffic is transmitted daily. However, the largest portion of traffic is batch-type jobs which are run during prime time hours.

4.5.3.2 FA Data Communications

The FA terminal accesses a Tymshare host in Rosslyn, Virginia. Dial-up access is supported via 300 bps failities. An IBM 370 computer supports FA processing.

4.5.4 FRA Administration (ADMN)

Two FRA administrative programs have teleprocessing and telecommunications requirements. FRA procurement systems process contract related information. An accounting system is utilized for budgetary purposes.

4.5.4.1 ADMN Data Transmission Characteristics

Three ADMN terminals include: Procurement - 1 Computer Transceiver 4000 and; Budget - 2 Data Media 3000. All devices are low-speed, asynchronous terminals operating with an ASCII transmission code and RS232C interface. The terminals are located at FRA headquarters. All traffic is interactive mode, processed during prime time.

4.5.4.2 ADMN Data Communications

Both the procurement and budget terminals dial-up, via 1200 bps local connections, time sharing systems. Procurement uses a DEC 10 computer located at ADP Network Services. Budget uses a Univac 1108 host provided by Computer Services.

4.5.5 Transportation Test Center (TTC)

The TTC, located in Pueblo, Colorada, is primarily responsible for performing railroad testing. Using simulation and modeling techniques, the TTC examines railroad performance under various operating scenarios. TTC data transmission and communications requirements are unlike those of the previous identified FRA programs: all TTC processing is done locally with no requirement for remote communications. However, a brief profile of the center is included for completeness.

The TTC operates a Honeywell 6605 computer with ten locally hardwired and six dial-in ports. Sixteen Honeywell VIP 7801 synchronous terminals, located within the TTC building, access the Honeywell machine.

4.6 NATIONAL HIGHWAY TRAFFIC SAFETY ADMINISTRATION (NHTSA)

The NHTSA operates programs related to the safety performance of motor vehicles, motor vehicle equipment, and motor vehicle drivers. The Administration was established to facilitate the reduction of deaths, injuries and economic losses resulting from highway traffic accidents, and also to provide motor vehicle information to the general public such as vehicle damage susceptibility, repair statistics, and inspection demonstrations.

NHTSA teleprocessing and telecommunications requirements are defined according to the following four program groups: 1) Research and Development; 2) Enforcement; 3) Administrative; and 4) Safety.

The administration operates 176 terminal devices. Two research programs, National Accident Sampling System (NASS), and Fatal Accident Reporting System (FARS), account for seventy-six percent of NHTSA's requirements. NHTSA terminal devices are predominantly asynchronous, low-speed, alphanumeric display or teleprinting units. Communications are transmitted via WATS or local dial (LD) to time-shared computer systems. The Administration utilizes the facilities of a variety of vendors. However, Informatics, McAuto and Boeing are most commonly contracted. Figure 4.22 profiles NHTSA programs; each program category is subsequently discussed.

NHTSA terminals are predominantly located within the Continental United States (CONUS). Approximately 40 percent of the Administration's terminals are located in Washington, DC, the headquarters of NHTSA. Fifty-seven percent of the devices are scattered throughout the rest of the CONUS. The remaining few devices are located at Noncontinental United States (NONCON) sites. Figure 4.23 presents the distribution of NHTSA terminal sites.

4.6.1 Research and Development (R/D)

The R/D programs of the NHTSA account for 134 of the administration's 176 terminals. FARS, the largest program, is a census of all fatal motor vehicle accidents in the U.S. FARS is an on-line system with teleprinter devices which access time-sharing facilities from geographically dispersed sites. NASS, the second largest R/D program, is a nationally representative statistical sample of all police reported automobile accidents. NASS, also an on-line system, operates teleprinter devices which access time-shared computer systems from remote sites.

	TERMIN	<u>AL</u>	DATA	PRIMARY				
PROGRAM	TYPE	NO.	COMMUNICATIONS	HOST				
	Min - 0 /M	24	Local Dial	1.6				
	Misc A/N	24	Local Dial	Informatics				
R/D	Misc TP	109	WATS	McAuto				
	RJE	1	VAN	Misc. vendors				
				Informatics				
Enforcement	Misc A/N	8	Local Dial	Boeing				
				McAuto				
	Misc A/N	9	Direct	GE				
Administrative	Misc TP	9	Distance	Univ of				
				Mich				
	RJE	3	Dial	Informatics				
	Misc TP	11	Local	Informatics				
C. Cake								
Safety	Misc A/N	2	Dial	NIH				
	TOTAL	176						

A/N = Alphanumeric TP = Teleprinter

FIGURE 4.22: SUMMARY OF NHTSA REQUIREMENTS (1981)

LOCATION DISTRIBUTION

PROGRAM	HDQTS	NONHDQT (CON)	NONCONUS	TOTAL
R/D	39	92	3	134
Enforcement	8	-	-	8
Administrative	12	9	-	21
Safety	13	-	-	13
TOTAL	72	101	3	176

FIGURE 4.23: NHTSA TERMINAL LOCATION DISTRIBUTION

4.6.1.1 R/D Data Transmission Characteristics

The 176 NHTSA R/D terminals are distributed among applications as FARS - 62, NASS - 35, and miscellaneous - 37. Terminals are located across the Continental United States as well as Alaska, Hawaii and Puerto Rico. In particular, 39 terminals are located within the NHTSA headquarters building in Washington, DC; three terminals are installed in the Noncontinental United States; and the remaining 92 devices are scattered throughout the Continental United States.

All NASS and FARS devices are DEC teleprinters. The terminals are asynchronous, low-speed devices which employ an ASCII code and interface with RS 232 EIA standard. The remaining terminals which are utilized for miscellaneous R/D applications are a mix of RJE, alphanumeric and teleprinter type equipment. With the exception of the RJE terminals, all devices are asynchronous, low-speed terminals with similar characteristics to the DEC equipment.

4.6.1.2 R/D Data Communications

R/D communications are transmitted via local dial (LD), direct distance dial (DDD), WATS and Value Added Network (VAN) facilities. However, the predominant communications method is local dial to gateway ports of time-shared networks.

Sixty percent of FARS communications are via local dial-up to Informatics Time-sharing Network. The remaining transmissions are via WATS connections. NASS communications are supported primarily through WATS connections and value added networks. NASS devices access both Informatics and McAuto Systems. Transmission speed of most R/D communications is 300 bps. The RJE devices are operated at 4800 bps.

4.6.2 Enforcement (ENF)

The enforcement programs of NHTSA administer the safety regulations implemented by the Administration. Enforcement terminals account for four percent of the NHTSA data terminal population.

4.6.2.1 Enforcement Data Transmission Characteristics

Eight alphanumeric enforcement terminals are installed at NHTSA headquarters offices in Washington, DC. The terminals, a mix of alphanumeric display units, are asynchronous, low-speed devices which utilize an ASCII transmission code and EIA RS 232 standard interface.

4.6.2.2 Enforcement Data Communications

Enforcement terminals dial-up, via local 300 bps connections, time-shared computer systems. Two services, Informatics and Boeing are accessed; both connection points are located within the Washington, DC metropolitan area. Informatics provides an IBM 370 computer; Boeing operates an IBM 360 machine.

4.6.3 Administrative (ADMN)

Administrative programs of NHTSA support financial, personnel and management oriented services. ADMN teleprocessing and telecommunications requirements comprise 16 percent of NHTSA's overall requirements. Two ADMN applications with the greatest teleprocessing and telecommunications needs include: 1) Financial Management and Accounting System (FMIAS); and 2) Management Services (MS).

4.6.3.1 ADMN Data Transmission Characteristics

Twenty-one administrative NHTSA terminals are operational. The devices are predominantly alphanumeric display units or teleprinters. However, three RJE devices are also operated. Nine of the administrative terminals are located at remote regional NHTSA offices. The remaining 12 devices are operated from the Washington, DC headquarters.

With the exception of the RJE terminals, all administrative devices are asynchronous, low-speed ASCII equipment. The alphanumeric displays, nine in total, are a mix of Hazelton (HZ), Tymshare (TYM) and Atlanthus units. The teleprinters are predominantly Anderson Jacobs AJ 630 models. The RJE devices are synchronous terminals utilized for batch data transmission.

4.6.3.2 ADMN Data Communications

Administrative teleprocessing is completely supported by timesharing services. McAuto, the largest supplier of ADMN timesharing computer systems, is accessed via direct distance dialing (DDD) to its St. Louis, Missouri headquarters office. Additional vendors which provide ADMN support include: GE, CDC, APL, the University of Michigan and Informatics. Terminal access to these vendor facilities is via LD or DDD. Alphanumeric and teleprinter units transmit at 300-1200 bps speeds; RJE devices are operated at 4800 bps.

4.6.4 Safety

NHTSA safety applications, with teleprocessing and telecommunications requirements include: INQUIRE, DOCKET and miscellaneous statistical analyses programs. INQUIRE is a data base retrieval system by which NHTSA personnel are able to extract car manufacturer information. The data base contains statistical information on accidents categorized by parameters such as model, make and year. DOCKET, also a data base retrieval system, contains information on new automobile features both available to the public and in the early stages of invention. The miscellaneous statistical applications provide analysis support to safety investigations. Safety programs account for seven percent of the total NHTSA terminal population.

4.6.4.1 Safety Data Transmission Characteristics

Thirteen safety terminals are operated from NHTSA headquarters in Washington, DC. The devices, predominantly teleprinter equipment, are asynchronous, low-speed devices which employ an ASCII transmission code and EIA terminal interface. Seven terminal models are installed: AJ 630, HZ 2000, NCR 260, Omoron OM 8025, TYM 315, and TYM 350.

4.6.4.2 Safety Data Communications

Safety Communications are transmitted via 300 bps, local dial facilities. Two computer systems, Informatics and the National Institute of Health (NIH), primarily support safety programs.

4.7 RESEARCH AND SPECIAL PROGRAMS ADMINISTRATION (RSPA)

The mission of RSPA is to support research, analysis and technical development areas of DOT, in addition to conducting special research and regulatory programs. The data communications requirements of the organization correspond to three generic application categories: 1) scientific/program development; 2) file maintenance; and 3) administrative. The Transportation Program Bureau (DPB) concentrates on the management of R & D and special programs. Correspondingly, the ADP requirements of DPB are scientific/program development oriented. The Materials Transportation Bureau (DPM) focuses on regulatory and enforcement related issues related to the safe transportation of hazardous materials. The ADP requirements of DPM are predominantly data base and file maintenance related. The final application category, administrative programs, are a mix of RSPA's budget, planning and management systems which are operated by the Office of Policy Plans and Programs (DPA).

The Transportation System Center (TSC) serves as the principle technical resource for scientific, engineering, information and analytical programs of the OST, RSPA, and the operating administrations of DOT. TSC is located in Cambridge, MA.

RSPA operates approximately 35 low-speed terminal devices. The terminals, a mix of CRT, teleprinter, portable and word processor units, access three computer centers. TSC supports scientific, program development and file maintenance applications. Interactive Science Corporation (ISC) provides additional file maintenance and scientific processing support to RSPA users. Bowne Information Systems is used to support a few administrative applications such as text editing and budget reporting.

4.7.1 Transportation System Center (TSC)

The Transportation System Center operates a variety of computer systems ranging from microprocessor to large mainframe equipment. Three computer systems provide primary time-sharing support to all DOT administrations. Two DEC 10 computers provide processing support for administrative data systems of OST, RSPA, FAA and CG. Additionally, a Prime 550 machine supports interactive processing and is also utilized as an RJE emulator. As an IBM interface, the Prime machine communicates with the FAA Aeronautical Center and other IBM compatible systems. Access to TSC is predominantly dial-up.

TSC provides general purpose support to three remote user groups. A leased long-haul line connects RSPA headquarters and the TSC campus. Currently, a statistical multiplexor supports up to a maximum of 16 simultaneous connections. The speed of the line is 4.8K bps. Plans include the introduction of an additional multiplexor to provide support for 32 users at a transmission speed of 9.6K bps.

Two other remote user groups include FAA and CG. An FAA communication facilities data base is maintained by TSC. The data base, an inventory of all FAA communications lines and equipment, is accessed by FAA regional offices via the FTS dial network. A mishap reporting system is managed by TSC for the CG. The data base tracks all accidents involving government vehicles. CG regional offices access the mishap data via dial-up public telephone lines. Although the data base has been developed for CG use, plans include the expansion of the system to include information and access by all DOT administrations.

In addition to two of the three remote user groups, the TSC Prime computer interfaces with the FAA computer complex in Oklahoma City, OK and the CG computer complex in Governor's Island. An IBM 3780 emulator is run to interface with these systems. Access of the FAA machine is accomplished via the FAA administrative data communications network primarily for operation of the Personnel Management Information System (PMIS). Data is transmitted via a 4.8K bps dedicated, multidrop line to Oklahoma City. A 9.8K bps leased line directly connects TSC with the CG complex for the exchange of data.

TSC also provides processing support for special research projects. Due to the dynamic nature of these projects, communications support is typically ad hoc and on a short term basis.

Significant local processing is performed by TSC. Approximately 165 data terminals are installed within the six building complex of TSC. The terminals, a mix of portable, CRT and DEC writers, are predominantly asynchronous ASCII devices. Access to the local TSC computer complexes is via dial-up, 300 bps connections.

4.7.2 RSPA Data Transmission Characteristics

RSPA terminals are located at two sites: 1) Washington, DC; and 2) Cambridge, WA. Thirty-five units, located at DC headquarters, are distributed as:

•	CRT	7
•	TTY	4
•	Printers	18
•	Word Processors	_8
		37

The 29 data terminals are predominantly low-speed, asynchronous units which utilize a standard ASCII transmission code. Additionally, seven Xerox Model 850 and one Xerox Model 860 word processors (WP) are operated as remote terminal devices. The WP devices are equipped with communications features which allow direct interface to the Bowne computer system as well as information exchange between word processing terminals. Future plans include the installation of several WP devices at TSC to provide direct exchange of text between the computer complex and headquarters.

4.7.3 RSPA Data Communications

RSPA terminals located in Washington, DC access two computer systems: 1) TSC and 2) Bowne Computer System. The TSC located in Cambridge, MA, is linked to headquarters via a dedicated, long haul communications link. A Timplex statistical multiplexor is utilized to share the line among multiple users. Transmissions are sent at 4800 bps speeds. Fourteen ports are available at the TSC; 2-1200 bps and 12-300 bps. Traffic to TSC is predominantly interactive; traffic loads are approximately 200 hours per week.

Word processing applications (DC based) are supported by the Bowne computing system. Access to Bowne is local, via the FTS network. Administrative traffic, a mix of batch and interactive transmissions, is sent at relatively low volumes of approximately 5 days/month.

RSPA terminals located at TSC in Cambridge, MA are serviced locally by the DEC system. Additional scientific processing capabilities are provided by Interactive Sciences Corporation (ISC) in Waltham, MA. Access to ISC is local dial-up. Traffic to ISC is mainly interactive; typical work loads average 200 hours/week.

4.8 URBAN MASS TRANSIT ADMINISTRATION (UMTA)

The UMTA assists in the development of improved mass transportation facilities, techniques and methods; encourages the planning and establishment of area-wide urban mass transportation systems; and aids the state and local governments in financing such systems. The programs of UMTA which correspond to the first two Administration missions are research and development oriented. Funding programs, corresponding to the third UMTA mission, are financial and accounting based.

A total of 29 UMTA terminal devices are operated; 7 of the terminals are portable (the portable devices are not included in the terminal inventory). UMTA devices are asynchronous, alphanumeric display, low-speed terminals. Eighty percent of the devices are cable, intrabuilding connections. Figure 4.24 summaries UMTA data communications requirements.

4.8.1 Research and Development Programs

Research and development programs address the following principle areas of concern: bus transit, urban rail transit, new urban mass transit systems, system analysis, transit planning research, transit planning research, transit service and improvement methods. Research programs are typically performed on-site with UMTA personnel providing assistance to local program managers. Projects are implemented by means of contracts with private organizations, public groups, universities and individual experts.

The transient nature of UMTA R/D programs dictate dynamic access requirements. Consequently, R/D programs use 7 portable Texas Instrument 745 terminal devices to access a variety of time sharing services. The time sharing vendors, which will vary with specific program requirements, include: Computer Services, Informatics, Boeing, Mitre and ADP.

4.8.2 Grant and Loan Programs

Funding programs authorize grants or loans to assist communities in acquiring or improving capital equipment and facilities for urban mass transit systems. Accordingly, the main requirements of such programs encompass financial tracking of outstanding grants and loans. Current accounting information must be available at all times for access by UMTA representatives.

	TERMINAL		DATA			
PROGRAM	TYPE	NO.	COMMUNICATIONS	HOST		
Research & Development	TI 745 (portable)	7	Dial up via FTS	Multiple Time Share Services		
Grant & Loan	Racal-Milgo 40+ IBM 2260	17 5	Direct-wired or Dial up via FTS	тсс		
	TOTAL	29				

FIGURE 4.24: SUMMARIZED UMTA REQUIREMENTS (1981)

4.8.2.1 Grant and Loan Data Transmission Characteristics

Seventeen Racal-Milgo 40+ CRT terminal devices are operated to track grant and loan financial information. The terminals operate in an asynchronous mode with an RS232C standard interface. An ASCII code is employed. Transmission speed is 1200 bps. The terminals are geographically dispersed across UMTA offices. Seven devices are located at UMTA headquarters in Washington, DC and the remaining ten devices are situated at regional offices (1 device per office).

Additionally, five IBM 2260 terminals are operated at headquarters. With the exception of an EBCDIC code, the alphanumeric display units have similar transmission characteristics to the Racal-Milgo terminals.

4.8.2.2 Grant and Loan Data Communications

All UMTA terminals interactively access the AMDAHL computers at the TCC. The twelve devices which are located at headquarters are direct wired to the TCC hosts. The remaining seven regional devices dial-up TCC via the FTS network utilizing Bell 202-212 type modems.

APPENDIX A

DOT TERMINAL AND DATA COMMUNICATIONS REQUIREMENTS

Detailed terminal information is presented for eight DOT Offices and Administrations and twenty seven data systems. Figure A.1 summarizes the data systems which are reviewed. Parameters identifying the terminals, in the order in which they appear in the data base, include:

- Administration Identifier (ADMN)
- Location Identifiers
 - City
 - State (ST)
 - Area Code Exchange (ACEX)
- Administration Contact
- Data System Information
 - Office (OFF)
 - Program (PROG)
 - Application (APPL)
- Terminal Information
 - Type
 - Model
 - Synchronization (SYNC)
 - Number of Devices (NDV)

- Circuit Information
 - Туре
 - Speed (bps)
 - GSA-ID
- Resource Information
 - ID
 - Host
- Traffic Type

Abbreviations used to identify terminal types and circuit types are given in Figures A.2 and A.3, respectively. Figure A.4 identifies terminal model abbreviations.

ADMINISTRATION	SYSTEMS
OST	 General Administrative Transportation Automated Office System (TAOS)
CG	AdministrativeOperational
FAA	 Aircraft Management Information System (AMIS) Personnel Management Information System (PMIS) Uniform Payroll System (UPS) National Flight Data Center (NFDC) Instrument Approach Procedure Automation (IAPA) Consolidated Accounting System (CAS) PLATO
FHWA	 Research and Development (R&D) Direct Federal Construction (DFC) Financial Management Information System (FMIS) Bureau of Motor Carrier Safety (BMCS)
FRA	 Safety (SAF) Policy (POL) Federal Assistance (FA) General Administrative Testing

FIGURE A.1: DOT DATA SYSTEMS

ADMINISTRATION	SYS	TEMS
NHTSA	•	Research and Development (R/D) Enforcement (ENF) General Administrative Safety (SAF)
RSPA	•	General Administrative
UMTA	•	Research and Development (R/D) Grant and Loan (G/L)

FIGURE A.1: CONCLUDED

INVENTORY

ABBREVIATION

Teleprinter TP

Alphanumeric Display A/N

Remote Batch RJE

Graphic GRAPH

Intelligent INTEL

Portable PORT

Word Processor WP

FIGURE A.2: TERMINAL TYPE CODES

CIRCUIT TYPE	DEFINITION
LD	Local Dialing
FTS	Direct Distance Dialing over the Federal Telephone Service Network
DDD	Direct Distance Dialing over the Public Telephone Service Network
WATS	Wide Area Telecommunications Service
CABL	Non-public facilities generally used in-house with Line Drivers or Limited Distance Modems
LPP	Leased Point-to-Point Line, normally under AT&T
MULT	Leased Multipoint Line, normally under AT&T
FX	Foreign Exchange Line to provide Local Dialing privileges to remote points, normally under AT&T
VAN	Value Added Network

FIGURE A.3: CIRCUIT CODES

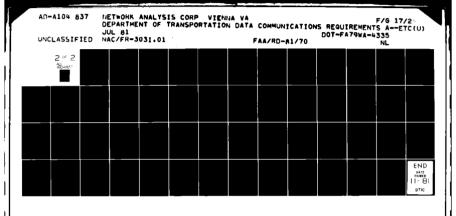
ABBREVIATION	MODEL NAME
4PHS ADM AJ B150 C1202, C1203	Four Phase Systems Lear Siegler ADM Series Anderson Jacobson Beehive Computer Devices Miniterminal
D100 D1640	Data 100/78
DCT50 DEC II EXPT	Digital Equipment Corporation DEC writer Printer Terminal
H1500-H2000 HZ150-HZ200 I3270 NCR OMRON	Computer Transceiver Execuport Harris Communications Terminals Hazeltine 1500, 2000 Series IBM NCR 7500 Series OMRON 8025
RM40+	Racal-Milgo 4270 Clustered
SPD	Terminal Series Honeywell Incoterm SPD Intelligent Terminal Family
T4000	Tektronix 4000 Series
TDATA TI700-TI765 TI272	Trend Data Texas Instrument "Silent" 7000 Series Telex Terminal Communications Information Display System
TM315, TM350	Tymshare Alphanumeric Display Units
TTY28 U9300 UT200	Teletype Model 28 Sperry Univac 9300 RJE
V201, V203 VT100 X1640, X1740 X800, X850	Atlanthus Digital Equipment VT-100 Xerox Teleprinters Xerox Word Processor Units

FIGURE A.4: TERMINAL ABBREVIATIONS

OFFICE OF THE SECRETARY

TERMINAL LOCATIONS

HIMIN	NAC ID	CITY	LOCATION ST ACEX	CONTACT		ENCY INF PROG APPL		rerminal ii Hodel syr			CIRCUIT SPEED	FESOURCE CNIM HOST	THAF TUPE
95*	(oğrası)	WASH	BC 202426	BULLOCY.	HDGT	ADMN	TF	A.832 AS	YN 1	FTS	300	 THMUH	IMES
, e	05002	NASH	D € 202426	BULLOCK	нрат	almn	ŢP	AU841 AS1	/N 1	FTS	306	DOEIN	INTER
+1 T	09063	WASH	DC 20 24 26	BULLOCK	Теан	a dm n	TF	OMRON AS	íN 1	FTS	1290	Tittle	INTER
.3 ^{**} *	65.46 4	WASH	DC 202426	BULLOC:	HIMI	ADMN	AN	TDATA AS	(N 1	FTS	1200	E-WILE	PATE
١ ;	ij <u>Ş</u> ĢŎ <u>\$</u>	HEAW	DC 202 4 26	BULLOCK	HDOT	ADMN	TF	DOTSO ASY		FTS FTS	1266 1260	116-15 0-1	, ster Inter
ψ5 T	ic QOP	WASH	DC 202426	BUL LOCK	ноот	ALI MN	AN	UT200 ASV	/N 1	FTS	1250	18eTe	.NIE
r t	05007	WASH	DC 202426	BULLOCK	нрат	MMGA	PORT	TI735 AS	N 1	FTS	3(ii)	Tef	1N*;-
tr-	rtë ngë	WASH	DC 202426	BULLOCK	нрот	ALMN	TF	TYM11 AS	/N 1	FTS	300	054	11,7
9'27	05009	WASH	DC 202426	PULLOCK	нрот	admn	TF	WU120 AS		FTS	(100) 1000	THASH IDOTO	INTER
										FTS FT5	309 309	10ATA CBC	DATER DATER
05 '	08010	WASH	DC 202 426	BULLOCI	трат	AIMN	TF	WU120 ASY		FTS	150 150	CDC TVMSH	INTER
rej.t	03011	₩А́эн	DC 202 4 26	BOLLOCK	нрет	ADMN	AN	TDATA ASY	/N 1	FTS	300	MATA	.NºEF
051	05e12	WASH	DC 202426	BULLOOK	нрет	ADMN	TP	AU832 ARY	/ħ 1	FTS	300	1, 1	is iffe
0.4	(K013	WASH	DC 202426	BULLOCE	. наат	ADMN	TF	TDATA ASY	/N 1	715	300	BOWNE	٠. ٤
o [‡] ≛	09914	WASH	DU 202426	BULL((C)	ГQДн	alimn	WF	1800 AS1	/N 1	FTS	300	A sec	· •*:
(e)T	080 15	HEAH	DC 202426	BULLOCF	ност	ADMN	INTEL	11706 ASY	(N 1	FTS	1200	HE) NS	-,7_
or, f	09016	WASH	DC 102426	BULLOCK	нрат	ADMN	AN	V203 AS1	rN 1	FT5	1200	TEN.	
(r. f	05017	WASH	DC 202426	BULLOCK	ндет	ADMN	RJE	D100 SY	₩C 1	FTS	4800	1%	Die:
ope r	05018	WASH	DC 202426	BULLOCK	наен	ADMN	AN	9203 AS1	N 1	FTS	120	$\vec{r}\cdot\vec{l}$, t **



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TERMINAL LOCATIONS

ADMI	NAC N ID	CITY	LOCATION ST ACEX	CONTACT	AGENCY OFF PROG			Termina Model		NDV	TYPE	CIRCUIT SHEED	INF GSA-ID		OURCE HOST	TFHE THE
081	08019	HASH	DC 202426	BULLOCK	HDQT	admn	AN	T1200	ASYN	1	FTS	1200		CDC		INTER
UST	0\$020	WASH	DC 202426	RAY SMITH	TOCH	TCC	AN	I3277	ASYN	45	CARL	300		100	AMDAHL	INTER
OST	05021	WASH	DC 202428	RAY SMITH	HDQT	TCC	AN	13270	ASYN	1	CABL	300		700	AMDAHL	IN'ER
091	08022	WASH	DC 202428	ray smith	нрот	TCC	ΤP	T1700	ASYN	i	CABL	300		100	AMEIAHL	HHES
051	0\$ 023	WASH	DC 202426	RAY SMITH	HDOT	TCC	ΤP	T1700	ASYN	1	CABL	300		100	AME AHL	Inter
OST	09024	HASH	DC 202426	RAY SMITH	HDQT	TCC	AN	HZ200	ASYN	1	CAEL	300		900	AMDAHL	Later
OST	08025	Wash	DC 202426	RAY SMITH	HDQT	TCC	AN	HZ200	ASYN	1	CABL	300		teg	HMDAHL	TML Er
00.1	08026	WASH	DC 202426	RAY SMITH	HEART	T AO S	AN	VT106	asyn	1	CARL	300		TEC	PRINE	IMIEF
OST	08027	Wash	DC 202426	RAY SMITH	HDQT	TAOS	AN	VT100	ASYN	1	.ABL	306		100	PF:IME	INVER
$\theta_5 T$	09028	Wash	DC 202426	RAY SMITH	HDOT	TAOS	AN	V1100 i	ASYN	1 (AFL	300		TOL	PRIME	[NTS)
087	08029	W ASH	DC 202426 (RAY SMITH	HDQT	TAÙS	AN	VT100 i	ASYN	1 (ABL.	300		1(6	FICIME	IN'Es
OST	09030 (N ASH	DC 202426 F	RAY SMITH	нрот .	T A OS	AN	VT100 #	ASYN	1 (ABL	300		TOO	FRIME	INTÉF
(is.F	08031 4	HASH	DC 202426 F	RAY SMITH	HDQT	FAOS	AN	V7100 A	ASYN	1.0	ABL	300		700	PRIME	INTER
037	05032 ¥	HASH	DC 202426 F	NAY SMITH	нрат ј	raos	AN	VT100 <i>f</i>	SYN	10	ABL	200		TUC	PRIME	INIEF
(IST	0 5033 k	I ASH	DC 202426 R	YAY SMITH	- HDQT 1	'AOS	AN	VT100 A	ISYN	1.0	ABL	300		Tre	FFIME	INTER
057	0\$034 W	I ASH	DC 202426 R	ay shtih	HDØT T	A05	An 1	VT100 A	SYN	1.0	ARL	300		ŦC'	PRIME	1478
05T	09035 W	IASH	DC 202426 R	AY SMITH	HDQT T	AOS	AN '	VT100 A	SYN	1.0	AHL	300		100	RIME	INTE
08 T	05036 W	IASH	DC 202426 R	AY SMITH	нрот т	AOS	AN V	A 001TV	SYN	1 0	ARL	300		100	RIME	TAIT
UST	0\$037 W	A SH	DC 202426 R	AY SMITH	нрот т	AOS	AN (/T100 A	5YN	1 0	ÆL	300		100 A	RIME	INTER
081	05038 W	ASH	DC 202426 R	AY SMITH	HDQT T	AOS	AN (/T100 A	SYN	1 0	ABL	300		tiji k		IN.

DEPARTMENT OF TRANSPULLIATION

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TERMINAL LOCATIONS

ADMIN	NAC ID	CITY	LOCATION ST ACEX	CONTACT	AGENCY OFF PROS			ERMINAL INF MODEL SYNC			IRCUIT SPEED		URCE HOST	TPAF T/PE
OST	05039	Wash	DC 202426	RAY SMITH	НДОДТ	TAOS	AN	VT100 ASYN	1	CABL	300	TOO	PRIME	INSER
051	08040	WASH	DC 202426	RAY SMITH	HDQT	TAOS	AN	VT100 ASYN	1	CABL	30 0	100	FRIME	INTER
05 T	09041	WASH	DC 302426	RAY SMITH	HDQT	TA09	AN	VT100 ASYN	1	ú abl	300	TCC	FFIME	INTER
OST	05041	WASH	DC 202426	RAY SMITH	нрот	TAOS	AN	VT100 ASYN	1	Cabl	300	100	PRIME	INTER
{ r 1	0S04Z	WASH	DC 202426	RAY SMITH	HDOT	TAGS	нN	VT100 ASYN	1	CAFL	300	100	PRIME	INTER
<u>0</u> 81	09043	WASH	DC 202426	RAY SMITH	HDQT	TAOS	AN	VT100 ASYN	1	CABL	300	1.4.	FRIME	INER
er; T	ü\$0 44	WASH	DC 202426	RAY SMITH	HLQT	TAOS	AN	VT100 AGYN	1	CAPL	300	700	PRIME	PATER
001	09045	WASH	DC 202426	RAY SMITH	HDOT	TAOS	AN	VT100 ASYN	l 1	Carl	300	TCC	FFIME	inter
Ç. •	ÚS046	WASH	DC 202 4 28	RAY SMITH	HDQT	TAOS	AN	VT100 ASYN	1 1	CABL	30 0	TC(FRIME	INTER
051	0 5.9 4 7	WASH	DC 202428	S RAY SMITH	HDQT	TAUS	AN	VT100 ASYN	1	CABL	300	m_{ℓ}	PRIME	INTEN
051	05049	HASH	EC 20242∂	S RAY SMITH	HDQT	TAOS	AN	VT100 ASYN	1	CABL	300	TCC	PRIME	INTER
051	08049	WASH	DC 202426	S RAY SMITH	HDQT	TAOS	AN	VT100 ASYN	1 1	CABL	300	100	PRIME	INTEF
057	08050	WA SH	DC 202426	s RAY SMITH	HDQT	TAOS	AN	VT100 ASY	V 1	CAPL	3(0)	193	PRIME	INIEE
ў ;Л	03051	WASH	DC 20242	6 RAY SMITH	HDQT	TAOS	AN	VT100 ASY	N 1	CAPL	300	TOC	PRIME	INIER
951	05052	2 HASH	DC 20242	6 RAY SMITH -	HDQ1	TAUS	AN	VT100 ASY	N :	CABI	. 300	100	FRIME	18.7 g
(K.T	08050	3 Wash	DC 20242	6 RAY SMITH	HDQT	TAOS	AN	VT100 ASY	N 1	CABL	. 300	(CC	FFIME	INTEF
051	05056	4 WASH	DC 20242	6 RAY SMITH	HDQT	TAOS	AN	VT100 ASY	N 1	CAR	3(n)	70	PHIME	TNEE
Û.T	05059	5 WASH	DC 20242	6 RAY SMITH	HDQT	TAOS	AN	VT100 ASY	N 1	CABI	300	TEC	PRIME	INTER
ost	0505	6 WASH	DC 20242	6 RAY SMITH	HDOT	TAOS	AN	VT100 ASY	N I	CAB	300	TCC	PRIME	INTER
(r.T	0505	7 HASH	DC 20242	6 RAY SMITH	HDOT	TAOS	AN	VT100 ASY	N I	CAB	L 300	700	PRIME	INTER

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TERMINAL LOCATIONS

ADMIN	NAC ID	CITY	LOCATION ST ACEX	CONTACT		ICY INF ROG APPL		FERMINAL MODEL		NDV		CIRCUIT SPEED	INF GSA-10	4690 4140	UF E HOST	TRHF TY PE
0S1	03058	WASH	DC 202426	RAY SMITH	HDQT	TAOS	AN	VT100	ASYN	1	CABL	500		f t.(FRIME	INTER
051	08059	WASH	DC 202426	RAY SMITH	HIDGT	TAOS	AN	VT100	asyn	1	CABL	300		T CC	PRIME	INTER
OST	05060	HASH	DC 202426	RAY SMITH	HDQT	TAOS	AN	VT100	ASYN	1	CABL	300		TCC	PR.ME	INE
031	09061	HASH	DC 202426	RAY SMITH	HDQT	TAOS	AN	VT100	ASVN	1	CABL	300		Tit	FRI*E	EN EF
057	08062	WASH	DC 202426	RAY SMITH	HDQT	TAOS	AN	VT100	ASYN	1	CABL	300		T O:	PRIME	INTER
091	09063	WASH	DC 202426	RAY SMITH	HDQT	TAOS	AN	VT100	asyn	1	CAEL	300		100	PRIME	Beich
051	08063	WASH	DC 202426	RAY SMITH	HD0T	TAOS	AN	VT100	ASYN	1	CABL	3(9)		T 10	PRIME	(MIE)
0ST	05064	WASH	DC 202426	RAY SMITH	HIDRIT	TAOS	AN	VT100	asyn	1	CABL	300		100	PF ! ME	IMER
081	08065	HASH	DC 202426	RAY SMITH	HDQT	TAOS	AN	VT100	ASYN	1	CABL	360		To .	PROME	INTER
üST	05/166	WASH	DC 202426	RAY SMITH	HDOT	TAOS	AN	VT100	ASYN	1	CARL	300		πċ	PFIME	NTEF
031	05057	HASH	DC 202426	RAY SMITH	HDQT	TAOS	AN	VT100	asyn	1	CABL	300		TO	FFIME	(NTFE
081	08068	HASH	DC 202426	RAY SMITH	HDOT	TAOS	AN	VT100	ASYN	1	CABL	300		TL.	PRIME	INLE
OST	08069	HASH	DC 202426	RAY SMITH	HDQT	TAOS	AN	VT100	asyn	1	Cabl	300		700	PRIME	INTER
0\$1	0\$070	HASH	DC 202426	RAY SMITH	HDOT	TAOS	AN	VT100	ASYN	1	CABL	300		100	PROME	(NT:F
(r5T	08071	WASH	DC 202426	RAY SMITH	HDQT	TAOS	AN	VT100	ASYN	1	CABL	300		TCC	PRIME	INTER
OST	0\$072	WASH	DC 202426	RAY SMITH	HDQT	TAOS	AN	VT100	ASYN	1	CABL	300		700	PRIME	INTEL
051	09073	WASH	DC 202426	RAY SMITH	HDQf	TAOS	AN	VT100	ASYN	1	CARL	300		700	FRIME	IS WE
OST	09074	WASH	DC 202426	RAY SMITH	HDQT	TAOS	AN	VT100	asyn	1	CABL	300		100	PRIME	INI
OST	9 \$0 7 5	WASH	DC 202426	RAY SMITH	HDQT	TAOS	AN	VT100	ASYN	i	CABL	300		100	PRIME	INit
OST	0\$076	WASH	DC 202426	RAY SMITH	HDQT	TAOS	AN	VT100	ASYN	1	CABL	300		TCC	PRIME	INTER

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TERMINAL LOCATIONS

ADMIN	NAC ID	CITY	LOCATION ST ACEX	CONTACT	AGENCY OFF PROC			TERMINA MODEL		עיםא		CIRCUIT SPEED	INF GSA-ID		URCE HOST	traf Type
031	03077	WASH	DC 202426	RAY SMITH	HDQT	TAOS	AN	VT190	ASYN	1	CABL	300		TCC	PRIME	INTER
gr,1	09078	МЭСН	DC 202426	RAY SMITH	HDQT	TAOS	AN	VT100	ASYN	1	CABL	300		TCC	PRIME	INTER
⊕S T	05079	WASH	DC 202 42 6	RAY SMITH	HDQT	TAOS	AN	VT100	ASYN	1	CABL	300		TCC	FRIME	INTER
11 1	03080	HASH	DC 202426	RAY SMITH	нрат	TAOS	AN	VT100	ASYN	1	CABL	300		TCC	PRIME	INTER
tist	08001	WASH	DC 202 4 26	RAY SMITH	нраг	TAOS	AN	VT100	ASYN	1	CABL	300		TOT	PFIME	INTER
$\{r_i, I$	08082	HZAW	DC 202426	RAY SMITH	HDQT	1A03	AN	VT100	ASYN	1	CABL	300		100	FRIME	INTER
ır.T	03683	HESAW	DC 202426	RAY SMITH	HDQT	TAOS	AN	VT100	ASYN	1	CABL	300		TCC	PRIME	INTER
05.7	05084	HEAN	DC 202426	RAY SMITH	HDQT	TAOS	AN	VT100	ASYN	1	CARL	300		100	PRIME	INTER
गन	08085	HASH	DC 202 42 6	RAY SMITH	HDQT	TAOS	AN	VT100	ASYN	1	CABL	300		TCC	PRIME	INTER
res.T	05086	WASH	DC 202426	RAY SMITH	HDQT	TAOS	AN	VT100	ASYN	1	CARL	300		TCC	PRIME	15 TER
051	05087	4A∃H	DC 202 4 26	RAY SMITH	нрат	TAOS	AN	VT100	ASYN	1	CABL	300		100	PRIME	INTE
∓r€.¥	09038	WASH	DC 202426	RAY SMITH	HOOT	TAOS	AN	VT100	ASYN	1	CABL	300		100	PRIME	INTER
(r ₅ 1	0\$089	WASH	DC 20 24 26	RAY SMITH	ТФСН	TAUS	AN	VT100	ASYN	1	CABL	300		1čc	PRIME	INTER
05F	09090	HASH	DC 202426	RAY SMITH	HDQT	!AOS	AN	VT100	ASYN	i	CABL	300		TOI	PFIME	INTER
QCT.	93091	HASH	DC 202426	RAY SMITH	. HDQT	TAOS	AN	VT100	ASYN	1	CABL	300		TOT	PRIME	INTER
6.1	g\$0 9 2	WASH	₽F 202426	RAY SMITH	HDGT	TAOS	AN	VF100	ASYN	1	CABL	300		TCC	PRIME	INTER
(r T	05093	WASH	DC 202426	RAY SMITH	HDQT	TAOS	AN	VT100	ASYN	1	CABL	300		100	PRIME	INTER
051	05094	HASH	DC 202426	RAY SMITH	HEQT	TAOS	AN	VT100	ASYN	1	CABL	300		TCC	PRIME	INTE
(6.]	05095	WASH	DC 202426	RAY SMITH	HDGT	TAOS	AN	VT100	ASYN	1	CABL	300		TCC	FFIME	!NTER
051	03095	HASH	DC 202426	RAY SMITH	HD07	TAOS	AN	VT100	ASYN	1	CABL	300		TCC	PRIME	INTL

OFFICE OF THE SECRETARY

TERMINAL LOCATIONS

ADMIN	NAC ID	CITY	LOCATION ST ACEX	CONTACT		ENCY INF PROG APPL		TERMINAI MODEL		NDV		CIRCUIT SPEED	INF GSA-ID		URCE HOST	TRAF Type
OST	08097	WASH	DC 202426	RAY SMITH	HDQT	TAOS	AN	VT100	ASYN	1	CABL	300		TCC	PRIME	INTER
UST	08098	HEAH	DC 202426	RAY SMITH	HDQT	TAOS	AN	VT100	ASYN	1	CABL	300		TCC	PRIME	INTER
09T	08099	WASH	DC 202426	RAY SMITH	HDQT	TAOS	AN	VT100	ASYN	1	CABL	300		TCC	FRIME	INTE
051	05100	WASH	DC 202426	RAY SMITH	HDQT	TAOS	AN	VT100	ASYN	1	CABL	300		100	PRIME	INILA
OST	08101	WASH	DC 202426	RAY SMITH	HDQT	TAOS	AN	VT100	ASYN	i	CABL	360		TUE	FRIME	PATER
UST	08102	HASH	DC 202426	RAY SMITH	HDQT	TAOS	AN	VT100	ASYN	1	CABL	300		TOE.	PRIME	MIF
0ST	08103	HASH	DC 202426	RAY SMITH	HDQT	TAOS	AN	VT100	asyn	1	CABL	200		100	FRIME	INT T
057	0 S104	WASH	DC 202426	RAY SMITH	HDQT	TAOS	AN	VT100	ASYN	1	CABL	300		TCC	PRIME	INTE
OST	05105	H ASH	BC 202426	RAY SMITH	HDOT	TAOS	AN	VT100	ASYN	1	CABL	300		100	FH1ME	UNTER
0ST	08105	WASH	DC 202426	RAY SMITH	HDQT	TAOS	AN	VT100	ASYN	1	CABL	300		TO.	PRIME	INTER
051	08106	WASH	DC 202 426	RAY SMITH	HDQT	TAOS	AN	VT100	ASYN	1	CABL	300		700	FRIME	1KMB
051	0 5107	HASH	DC 202426	RAY SMITH	HDQT	TAOS	AN	VT100	ASYN	1	Cabl	300		This	FRIME	INTEF
ÚST	03108	HASH	DC 202426	RAY SMITH	TOCH	TAOS	AN	VT100	ASYN	1	CABL	100		700	PPIME	INTER
057	08109	WASH	DC 202426	RAY SMITH	HDQT	TAOS	AN	VT100	asyn	1	CABI.	300		TCC	PRIME	INTER
OST	08110	HASH	DC 202426	RAY SMITH	TOTH	TAOS	AN	VT100	ASYN	• 1	CABL	300		TCC	PR!ME	INTE
UST	05111	HASH	DC 202426	RAY SMITH	HDQT	TAOS	AN	VT100	ASYN	i	CABL	500		TEC	FRIME	INton
0ST	0\$112	WASH	DC 202426	RAY SMITH	HEQT	TAOS	AN	VT100	ASYN	1	CABL	300		TOO	FRIME	$N^{T_{\underline{t}, \infty}}$
051	0\$113	wASH	DC 202426	RAY SMITH	HDQT	TAOS	AN	VT100	ASYN	1	CABL	300		D),¢	PRIME	INT-6
OST	08114	WASH	DC 202426	RAY SMITH	HDQT	TAOS	AN	VT100	ASYN	1	CABL	300		100	FRIME	pa B
UST	05115	HZASH	DC 202426	RAY SMITH	HDQT	TAOS	AN	VT100	asyn	1	CARL	300		TCC	PRIME	16.75

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TERMINAL LOCATIONS

ADMIN	nac ID	CITY	LOCATION ST ACEX	CONTACT	AGENC OFF PRO	Y INF G APPL		FERMINAL INF MODEL SYNO			CIRCUIT SPEED		URCE HOST	TRAF TYPE
ost	05116	WASH	₽C 202426	RAY SMITH	HDQT	TAOS	AN	VT100 ASY	1 1	CABL	300	 TCC	PRIME	MICR
13:40	05117	WASH	PC 202 4 26	RAY SMITH	HDQT	7409	AN	VT100 ASY	1 1	CABL	300	10 0	PRIME	INTER
051	05118	HEAW	DC 202 42 6	RAY SMITH	HDQT	TAOS	AN	VT100 ASYN	1 1	CARL	300	100	FRIME	INTER
rr,T	05119	WASH	DC 202 42 6	RAY SMITH	HDQT	TAOS	AN	VT100 ASY	1	CABL	300	700	PRIME	INTE
ři .T	0\$120	HZAW	DC 202426	RAY SMITH	HDOT	TAOS	AN	VT100 ASYM	1 1	CABL	300	T C(PRIME	INTER
051	05121	WASH	DC 2024 2 6	RAY SMITH	HDQT	TAOS	AN	VT100 ASY	۱ 1	CABL	300	100	PRIME	INIER
ngr	09102	WASH	DC 202426	RAY SMITH	HDQT	TAOS	AN	VT100 ASY	1 1	CABL	300	100	PRIME	INTE
051	05123	HEAW	DC 202426	RAY SMITH	HDQT	TAOS	AN	VT100 ASYN	1 1	CABL	300	107	FRIME	INTER
FF.	08124	WASH	PC 202426	RAY SMITH	тодн	TAOS	AN	VT100 ASY	i 1	CABL	300	T(r)	PRIME	INTER
9 ST	08125	HEAW	DC 202426	RAY SMITH	HDOT	TAOS	AN	VT100 ASY	\ 1	CABL	300	1 00	PRIME	INTER
o'.ţ	09126	WASH	DC 202426	RAY SMITH	HEGT	TAOS	AN	VT100 ASYR	1 1	CABL	300	T 0.	PRIME	INTER
051	05127	WASH	DC 202426	RAY SMITH	HDQT	TAOS	AN	VT100 ASY	† 1	CABL	300	100	PF.:4F	INTEF
ret _a	05128	HASH	DC 202426	RAY SMITH	HDQT	TAOS	AN.	VT100 ASY	1 1	CABL	300	100	PRIME	INTEF
091	05129	HASH	DC 202426	RAY SMITH	HDQT	TAOS	AN	VT100 ASY	i 1	CABL	309	Ţ()	FRIME	INTER
$e^{c_i T}$	05130	WASH	DC 202426	RAY SMITH	HDOT	TACS	AN	VT100 AS/	1 1	CARI.	300	Tuc	FRIME	INTE"
051	05131	WASH	DC 202426	RAY OMITH	HDCT	TAUS	AN	VT100 ASY	1 1	HBL	300	TO	FFIME	IN'EH
OST	03132	HASH	DC 202426	RAY SMITH	HDOT	TA03	AN	VT100 ASY	1 1	CABL	300	ħξ	FRIM	IMTER
021	0\$133	WASH	DC 202426	RAY SMITH	HDCT	TAOS	AN	VT100 ASY	4 1	CARL	330	100	tit i Mi	INTE
051	05134	WASH	DC 202426	RAY SMITH	HDOT	TAOS	AN	VT100 ASY	1 1	CABL	300	ŢĹ,	prime	INTER
051	08135	WASH	OC 202 426	RAY SMITH	HDQT	TAOS	AN	VT100 ASY	l 1	CABL	300	700	FFIME	INTER

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TERMINAL LOCATIONS

ADMIN	NAC ID	CITY	LOCATION ST ACE		NTACT	AGENCY OFF PROG			ERMINAL INF MODEL SYNC		DIRCUIT INF SPEED GSA-ID		WRCE HOST	TRAF TYPE
OST	05136	WASH	DC 202	2426 RA	Y SMITH	HDQT	TAOS	AN	VT100 ASYN	1 CABL	300	TUE	FRIME	INTER
ost	05137	WACH	DC 202	2426 RA	Y SMITH	HIDOT	TAOS	AN	VT100 ASYN	1 CABL	300	100	FRIME	INTER
(rsT	08138	MASH	DC 202	2 4 26 RA	Y SMITH	HDQT	TAOS	AN	VT100 ASYN	1 CABL	300	TCc	PRIME	INTER
081	08139	WASH	DC 202	2426 RA	Y SMITH	HDGT	1A0S	AN	VIIOO ASYN	1 CABL	300	100	FRIME	THUEF
0ST	0\$140	WASH	DC 202	2426 RA	Y SMITH	HDQT	TAOS	AN	VT100 ASYN	1 815	300	1 00	FRIME	INTE
051	08141	WASH	DC 202	2426 RA	Y SMITH	HDQT	TAOS	AN	VT100 ASYN	1 FTS	300	1 07	FRIME	inier

U.S. COAST GUARD ADMINISTRATION

OPERATIONAL TERMINAL LOCATIONS

ADMIN	NAC ID	ETTY LO		ION ACEX	CONTACT		GENCY PROG			ERMINAL MODEL		NDV			INF GSA-ID	RESO CNTR		TRAF TYPE
:5	06019	EOSTON	MA	617567	G-FIS-1	DT 1	OPER	AMVER	TP	11728	ASYN	1	MULT	75		TCC	0300	M SG
1.6	٩٩٥٥	ETLOUIS	MO	314425	6-FIS-1	DT2	OPER	AMVER	TP	TTY28	ASYN	1	MULT	<i>7</i> 5		100	€300	MS6
06	16021	N7C	NY	212995	G-F15-1	eto.	OPER	AMVER	TP	TTY28	ASYN	1	MULT	75		TCC	0300	MSG
ćυ	06022	FORTSMIH	VA	804393	G-FIS-1	015	OPER	AMVER	TF	TTY28	ASYN	1	MULT	75		1 00	03 00	MS6
Ĉν	65623	MIAMI	FL	305350	G-F19-1	DT7	OPER	AMVER	TP	TTY28	ASYN	1	MULT	7 5		T 00	Cod	MSc
Œ	06024	NEW ORLNS	LA	504589	6-F1S-1	BTQ.	OPER	AMVER	TP	TTY28	ASYN	1	MULT	75		100	(300	M36
iо.	09035	CLEVELAND	ОН	216522	G-F18-1	D19	OPER	AMVER	TP	TTY28	ASYN	1	MULT	75		T CC	0300	MSG
(%	66028	LONGBEACH	CA	213403	6-FIS-1	19 7 11	OPER	ANVER	TP	11728	ASYN	1	MULT	75		TEC	6.00	MSG
29	- 6027	JANEKAN	CA	415556	G-F15-1	DT12	OPER	AMVER	ſF	TTY28	ASYN	1	MULT	75		100	(3(ii)	MS:
65	00003	EATTLE	WA	399549	G-F1S-1	DT13	OPER	AMVER	TF:	11728	ASYN	1	MULT	75		700	(300)	MSG
r.	,60 <u>2</u> 9	HUNOLULU	н	808546	6-F1S-1	L:14	OFER	AMVER	ΤP	TTY28	A SYN	1	WATS	75		TCC	0300	M36
(6	06030	JUNEAU	Ak	907585	G-+19-1	b. 17	OPER	ANVER	TP	TTY28	ASYN	1	DDD	75		700	0300	MEG
Ċŧ	+ f Ø:1	NYC-AMVER	NY	212995	0-F18-1	AMVR	OPER	AMVER	TF	11728	ASYN	1	MULT	75		100	0300	M86
06	(100%)	NYC-AMVER	NY	212995	G-F (S-1	AMVR	OPER	AMVER	TP	TTY28	ASYN	1	MULT	75		700	0300	M36

U.S. COAST GUARD ADMINISTRATION

ADMINISTRATIVE TERMINAL LOCATIONS

ADMIN	NAC ID	LŪ(LTAC TP	ION ACEX	CONTACT		GENCY FROG	INF APPL		ERMINAL MODEL		NDV		CIRCUIT SPEED	 RESO CNTR		TRAF Type
06	CG001	BOSTON	MA	617576	G-FIS-1	DT1	ADMN	DIST	RJE	[1100	SYNC	1	FX	2400	T((£300	EATCH
CG	(6002	STLOUIS	MO	314425	G-FIS-1	DT2	admn	PIST	RJE	D100	SYNC	1	FX	2400	100	6300	BATCH
ίũ	u6003	NYC	Ŋ٧	212995	G-F19-1	DT3	ADMN	DIST	RJE	D100	SYNC	1	FX	2400	TCC	0300	BATCH
Ù6	06004	PORTSMTH	VA	804393	G-F1S-1	015	admn	DIST	RJE	D100	SYNC	1	FX	2400	100	6300	BATCH
UG.	06005	MIANI	FL	305350	G-FIS-1	OT7	ADMN	7210	RJE	D100	SYNC	1	FX	2400	we	0300	BATCH
Ü	C6006	NEW ORLNS	Li	5045 89	G-F15-1	DTS	ADMN	DIST	RJE	D100	SYNC	1	FX	2460	100	0300	EATOH
11,	C6907	üleveland	014	216522	G-F19-1	DT9	ADMI	DIST	RJE	D100	SYNC	1	FX	2400	TCC	0300	BATCH
CG	06003	LONGBEACH	(4	213423	G-FIS-1	D711	ADMN	DIST	RJE	D100	SYNC	1	LPP	9600	TOC	€300	BATER
(6	0.009	SANFRAN	CA	415556	G-FIS-1	DT12	ADMN	DIST	RJE	D10 0	SYNC	1	LFP	o ? 00	TUC	0300	BATCH
Û(:	06010	SEATTLE	WA	399549	G-FIS-1	D713	ADMN	DIST	RJE	D100	SYNC	1	LPF	9600	TCC	0300	BATER
(G	C6011	NYC-AMVER	NY	212995	G-FIS-1	AMVR	ADMN	DIST	RJE	D100	SYNC	1	FX	2400	100	0300	BATCH
ĈŨ	06012	WASH-FIS	DC	202566	G-FIS-1	HDQT	ADMN	DIST	RJE	D100	SYNC	1	LP	2400	fcc	0300	BATCH
Ų	06013	WASH-BS	DC	202566	G-F1S-1	HDOT	ADMN	DIST	RJE	D10 0	SYNC	i	LD	2400	TOC	0300	ЕАТСН
6	66014	WASH-JUMP	DC:	202586	G-FIS-1	TQUH	ADMN	DIST	RJE	P100	SYNC	1	LD	2400	TOO	0300	В4ТСн
66	06015	Wash-Ocn	DO	202566	G-FIS-1 .	HDQT	ADMN	DIST	PUE	D100	SYNC	1	LD	2400	TCC	0300	EATO:
(¿	06016	GROTON	er	293445	0-F18-1	LAB	ADMN	DIST	RJE	D10 0	SYNC	1	FX	2400	Téc	C306	B410
(6	06017	HONOLULU	ΗŢ	308546	G-FIS-1	DT14	ADMN	DIST	RJE	D100	SYNC	1	WATS	2400	700	C3 60	FATCH
06	(6018	JUNEAU	AK	907586	G-F13-1	DT:7	ADMN	DIST	RJE	D100	SYNC	1	DDD	2400	TCC	6300	BATCH

U.S. COAST GUARD ADMINISTRATION

OPERATIONAL TERMINAL LOCATIONS

ADMIN	VAL 10	CLTY	CATION ST ACEX	CONTACT	0FF	GENCY PROG	INF APPL		TERMINAL MODEL					INF 68A-10		NURCE HOST	TRAF TYES
06	(60)	B0510N	MA 617567	G-FIS-1	D11	OPER	AMVER	ΤP	TTY28	ASYN	1	8 38 3	11,00	******	100	1360	Mju
10	t0020	STL0015	MG 314425	G-FIS-1	172	OPER	AMVER	TP	11728	ASYN	1	83 8 3	1200		100	1360	Mada
- 11	00021	NYC	NY 212995	G-FIS 1	173	OPER	AMVER	TF	TTY28	ASYN	i	8383	1266		100	1360	MIE
Çö	Jo022	PORTSMIH	VA 804393	G-FIS-1	DT5	OPER	AMVER	TP	TTY28	ASYN	1	83B3	1200		100	1350	MSo
ιċ	160_3	MAMI	FL 305350	G-F19-1	017	OPER	AMVER	TP	TTY28	ASYN	1	8383	1200		100	1360	Mbé
Ĺv	(b)24	NEW ORLNS	LA 504589	G-FIS-1	Ð T 8	OPER	AMVER	ΤF	TTY28	ASYN	1	83 B 3	1200		TCC	1360	MSP
υÜ	06025	CLEVELAND	OH 216522	6-FIS-1	919	OPER	AMVER	TP	TTY28	ASYN	1	83 B 3	1200		TCC	1360	MSG
ŧĢ	Option of	LONGBEACH	CA 213403	G-F1S-1	F(T11	ûper	AMVER	ſΡ	TTY28	ASYN	i	83 B 3	1750		100	F250	M50
1,13	(6027	Sanfkan	CA 415556	G-FIS-1	DT12	OPER	AMVER	TP	TTY28	ASYN	1	83 B 3	1200		100	1350	MS6
10	0.0028	SEATTLE	WA 399549	G-FIS-1	DT13	OPER	AMVER	TP	TTY28	ASYN	1	83 B 3	1790		100	1339	MEG
06	1601-	HUNOLUL!	HI 808 54 6	6 - F16-1	D/14	ŭper	AMVER	ΤP	TTY28	asyn	1	WATS	1200		TCC	1380	M66
(6	66030	JUNEAU	AK. 90758&	0-F19-1	D717	OPER	AMVER	TP	TTY28	ASYN	1	ODD	1200		TCC	1340	MS+
ÇĞ.	06071	NYL-AMVER	NY 212995	Ს-F1S−1	AMVR	üp er	AMVER	TP	TTY28	ASYN	1	83 8 3	1200		TCC	1366	M _[a]
Ü6	(60:2	NYL-AMVER	NY 212995	ij-F1S−1	A MV R	OPER	AMVER	TP	TTY28	ASYN	1 :	3 3B 3	1200		TCC	1360	M _{Co.}
ĻĢ	69179	FURTLAND	ME 207780	G FIS-1 .	M50	OPER	MSIS	AN	,	ASYN	2 1	/an	1200		000°	P750	IMicr
Ç.,	06177	POPTL ANC	ME 207780	G-FIS-1	DO	OPER :	MSIS	AN	,	ASYN	1 4	/AN	1206		0(t	P750	INTE-
ijli•	06170	ROCKLAND	ME 207594	6-FIS-1	D O	OPER	M SIS	AN	6	ASYN	i۷	/AN	1200		000	P75.	P. +C
06	Co179	BUSTON	MA 61 72 23	G-F15-1	MSO	OPER	MSIS	AN	,	A SY N	4 (/AN	1200		300	P75 0	INIES
Ĺή	08180	Bust on	MA 617223	G-P19-1	DO	OPER !	MSIS	AN	6	ASYN	1 \	'AN	1260		000	P750	INTER
06	06181	GLOUSTER	MA 617293	G-FIS-1	D O	oper i	MSIS	AN	4	ASYN	1 \	'AN	1200		OCC	P750	INTER

DEPARTMENT OF TRANSFORTATION

U.S. COAST GUARD ADMINISTRATION

OPERATIONAL TERMINAL LOCATIONS

ADMIN	nac ID		ATION ST ACEX	CONTACT	AG OFF	ENCY PROG			ERMINAL MODEL S		NUV		JACHIT SEEED		RESU		1844 114 9 2 224 - 24
 06	CG182	BEDFORD !	MA 617997	G-F1S-1	D0	OPER	MSIS	AN	A	SYN	1	VAN	1200		(4).(P750	INTER
(6	06183	PROVIDNCE	RI 4015 28	G-F19-1	MSO	OPER	MSIS	AN	A	SYN	3	VAN	1200		900	£750	INGER
00	06184	PROVIUNTE	RI 401528	6-F1S-1	M SO	OPER	MSIS	AN	А	SYN	1	VAN	1200		900	F750	INL
(to	06185	BOSTON	MA 617223	6-FIS-1	DT:	OPER	MSIS	AN	A	SYN	3	VAN	1200		000	£750	::Aren
(, t ₃	00186	BOSTON	MA 61 722 3	6-FIS-1	0PCN	OPER	SARS	AN	۾	SYN	2	VAN	1200		(M)L	2: "**	29.4
(°G	00187	STLOUIS	MO 314425	G-FIS-1	DT2	OPER	MSIS	AN	F	ASYN	2	VAN	1200		600	L C.	[F _F T _∓ F
CO	06188	STLOUIS	MO 314425	6-FIS-1	OPCN	OPER	SARS	AN	4	ASYN	2	VAN	1200		000	Ł è	1.114
Có	06189	ALBANY	NY 518472	6-FIS-1	MSO	OPER	MSIS	AN	4	FYN	2	VAN	1 '00		QCC	F750	1475
įυ	(619)	ALBAN7	NY 518472	? G-FIS-1	00	OPER	RMSIS	AN	4	ASYN	1	VAN	12(0)		006	F750	In ter
(6	(619)	NE4 HAVEN	CT 203 4 32	9 G-FIS-1	MSO	OPER	RMSIS	AN		ASYN	1	VAN	1200		000	- 250	INTE
CG	(619)	2 NEWLÜNDON	CT 203442	2 G-FIS-1	MS()	OPEF	RMSIS	AN		ASYN	1	VAN	1200		000	F750	16.658
16	06190	3 NYC	NY 212668	3 G-FIS-1	COTE	OPER	RMSIS	AN	4	ASYN	2	VAN	1200		000	2750	mie-
(6	CG19	4 NYC	NY 212669	9 G-F1S-1	MIO	OPE	R MSIS	AN	1	asyn	6	VAN	1200		000	P750	INT 5
CG	0619	5 NYC	NY 21266	8 G-FIS-1	D O	OPE	R MSIS	AN		ASYN	1	LVAN	1200		OCC	F77 5 0	INIER
ce.	CG19	6 NEWLONDON	CT 20344	2 G-FIS-1	00	OPE!	R MSIS	AN		ASYN	! !	L VAN	1200		000	£ '50	1.699
(fi	0619	7 BRIDGEPRT	CT 20357	9 G-FIS-1	90	OPE	R MSIS	AN		ASYN	:	L VAN	1200		000	£ ~ E _{i(1}	NTER
¢6	0619	8 PHILA	PA 21545	6 G - FI9-1	CQT	POPE	R MSIS	AN		ASYN	l	1 VAN	1200		C (()	£ 750	1, 18
CG	(619	9 PHILA	PA 21546	& G-FIS-1	MIÚ	OPE	R MSIS	AN		ASYN	'	5 VAN	1200		000	F750	.: .
CG	¢620	o PHILA	PA 21559	7 G-FIS-1	DO	OPE	R MSIS	AN		ASYN	l	1 VAN	1200		(r) c	Pitty)	
(G	€620	1 WILMINGTN	NC 30253	7 G-FIS-1	D (i	OPE	R MSIS	AN		ASYN	ı	2 VAN	1200	·	ĐÇĩ	P750	: :

U.S. COAST GUARD ADMINISTRATION

OPERATIONAL TERMINAL LOCATIONS

6 MIN	NAC ID	LOF CITY	CATI ST	ON ACEX	CONTACT		gency Prog			rerminal Model				CIRCUIT SPEET	1 %F 034-10	RESO INTR		trai Tyfi
	-11 -06202				6-F15-1			MSIS	AN		ASYN		VAN	2400		 006	P75	erili Harif
: 4,	16202	NAC-ÓCA	ΝY	212668	6-F IS-1	000	OPER	MSIS	AN		HaYN	8	VAN	1200		920	siye.j	INTER
(h	€6204	NYC-OCC	NY	212658	6-FI9-1	000	OPER	MSIS	AN		ASYN	5	VAN	4900		(00)	£750	1915F
(6	06205	N∧Ū	NY	212668	6-FIS-1	AQ	OFER	MSIS	AN		ASYN	4	VAN	1200		000	£750	INTER
66	16206	NYE	NY	2126 6 8	6-F19-1	DT3	OPER	MSIS	AN		ASYN	3	VAN	1200		$\psi(f)$	ergi.	INTER
66	00307	NYC	NY	212668	G-F19-1	0PCN	OPER	SARS	AN		ASYN	3	VAN	2400		900	د خو	INTER
(%	06208	NEWLONDON	CT	2036 4 2	G-FIS-1	ACAD	OPER	MSIS	AN		ASYN	1	VAN	4 8(n)		300	P750	LITER
66	C6205	HAMPRES	VΑ	304441	G-FIS-1	M30	OPER	MSIS	AN		4SYN	3	VAN	129 0		500	F750	INTEF
(6)	06210	NORFOLK	VA	804441	G-FIS-1	20	OPER	MSIS	AN		ASYN	1	VAN	1200		900	۶۶ţ.	Lifts
66	06211	REEDVILLE	VA	80 445 3	6-FIS-1	90	UPER	MSIS	AN		ASYN	1	VAN	1200		(d) (ב ייבון	14ITt
06	00212	BALTIMORE	MD	301962	G-F1S-1	MSO	OPER	MSIS	AN		ASYN	3	VAN	1200		000	Pillo	INTER
f -	06213	HASH	DC	202426	G-F1\$-1	P 0	OPER	MSIS	AN		45YN	3	VAN	1200		900	₽7 <u>5</u> 0	$I^{i, i_{t+1}}$
C ₁ ,	00214	CAMBRIDGE	MD	301228	G-FIS-1	00	OPER	MSIS	AN		45AN	3	VAN	1200		OÇL	F 750	IMITE
66	06215	BALTIMORE	MD	301752	G-FIS-1	10	OPER	MSIS	AN		ASYN	3	VAN	1200		900	P754	P.H.
tio	06218	HILMINGTN	NC	919343	G-FIS-1.	MSO	OPER	MSIS	AN		AbiN	3	VAN	1200		000	Page	1.759
Üb	06217	WILMINGTN	NC	919343	G-FIS-1	90	OPER	MSIS	AN		ASYN	1	MAV	1200		000	P751	." يا
(4)	06218	MOREHDOTY	NC	919726	G-FIS-1	50	OPER	MSIS	AN		ASYN	1	VAN	1200		fr(t)	i ^{me} ⊋	.NTF
66	06219	YORKTOWN	VA	804827	6-F1S-1	RSRV	OPER	MSIS	AN		ASYN	1	VAN	1200		g_{C_2}	Fire.	.ዲነኒ -
66	06220	PORTSNITH	VA	804398	G-FIS-1	DT5	OPER	MSIS	AN		ASYN	5	VAN	1200		000	F 7%)	TNIEF
(6	06221	PORTSMTH	VA	804 398	6-FIS-1	OPCN	OPER	SARS	AN		ASYN	2	VAN	2400		<u>č</u> iti i	F750	INTER

U.S. COAST GUARD ADMINISTRATION

OPERATIONAL TERMINAL LOCATIONS

TIME PER100: 1983

AUMIN	NAC ID	CITY		ION ACEX	CONTACT		GENCY PROG			TERMINAL I MODEL SY		VDV		CIRCULT SPEED		GRCE HOST	ira: Tare
(6	00222	WASH-OCEN	nc	202426	G-F1S-1	HDQT	OPER	MSIS	AN	AS	Υ 1	2	VAN	2400	 000	ή 7 5 ()	II*iLe
(G	06223	WASH	DC	202426	G-FIS-1	HDQT	OPER	MSIS	AN	AS	YN	8	VAN	24.40	000	P ^{reg} ij	INTER
06	06224	WASH	DC	202426	6-F19-1	HDOT	(PER	MSIE	AN	4S	ΥN	8	VAN	2400	₫.	f. *c.,	NT F
Съ	16225	WASH	DC	202426	G-FIS-1	NMFS	OPER	MSIS	AN	AS	YN	1	VAN	2400	0,0	Fig	HTE
(6	06226	WASH	DC	202426	G-FIS-1	USN	UPER	MSIS	AN	AS	YN	1	VAN	4800	QOLS.	; 7 <u>F</u>	; ·
CG	06227	MIANI	FL	305672	G-FIS-1	EOTP	OPER	MSIS	AN	AS	YN	1	VAN	1200	900	r Jý	15
ÇI)	C62 28	CHARLETWN	SC	803724	G-FIS-1	MSO	OPER	MSIS	AN	AS	YN	i	VAN	1,06	000	P75(1.7 +
06	06229	CHARLETWN	30	803724	G-F1S-1	00	OPER	MSIS	AN	AS	YN	1	Van	1200	:00	675.	1,1
Ĺ	06230	JACKSONVI	Fi.	904791	6-FIS-1	MS0	OPER	MSIS	AN	AS	ΥN	1	VAN	1200	.CC	F76 +	1.14
(6	06231	JACKSONVI.	FL	904791	6-F13-1	D ()	OPER	MSIS	AN	HS	ΥN	1	VAN	1200	€17	• 1 <u>50</u>	::.'·~
09	CG232	TAMPA	FL	813228	G-F15-1	MS0	OFER	MSIS	AN	AS	YN	4	VAN	1,500	900	F-75	1364
£6	06233	TAMPA	FI.	313228	G-FIS-1	00	OPER	MSIS	AN	A's	YN	1	VAN	1200	ccc	Page	व्यक्ति
66	06234	Savannah	GΑ	912232	ũ-FIS-1	D O	OPER	MSIS	AN	AS	ΥN	1	VAN	1200	900	F*50	Jleff:4
(6	06235	Savannah	ĠΑ	912232	G-FIS-1	MS0	OPER	MSIS	AN	AS	YN	1	VAN	1200	900	F/Su	$Q^{(r)}_{i,j}(x)$
06	CG236	MIAMI	FL	305350	G-FIS-1.	MIO	OPER	MSIS	AN	AS	YN	4	VAN	1200	000	F756	Itil
06	06237	MIANI	FL	305350	G-FIS-1	90	oper	MSIS	AN	AS	YN	1	VAN	1200	aF(67 5 0	INTER
Cú	06238	MP BEACH	FL	305833	G-F1S-1	90	OPER	MSIS	AN	AS	YN	1	VAN	1100	900	E TA	ther.
66	CG239	KEY WEST	FL	305294	G-FIS-1	00	OPER	MSIS	AN	AS	YN	1	VAN	12004	900	+ 7° v _e	1.
CG	CG240	MIAMI	FL	305350	G-FIS-1	DT7	OPER	MSIS	AN	AS	YN	3	VAN	1200	α	7.75	:.
66	00241	MIAMI	FL	305350	0-FIS-1	OPCN	OPER	SARS	AN	AS	YN	2	VAN	1200	600	p eriod	

U.S. COAST GUARD ADMINISTRATION

OPERATIONAL TERMINAL LOCATIONS

ADMIN	NAC 1D	CITY	CATION ST ACEX	CONTACT	OFF	GENCY PROG			TERMINAL MODEL		NDV		CIRCUIT SPEED	•	RESU ONTR		Hose Tail
-56	10242	HOUSTON	TX 713226			OPER	MOIS	AN		ASYN	2	VAN	12(a)		000	P750	INH
1.	16243	NEW ORLNS	LA 504589	G-FIS-1	COTP	OPER	MSIS	AN		ASYN	1	VAN	1200		900	P750	INTE
i Ģ	[6]44	HOUSTON	TX 713226	G-F13-1	MĮO	OPER	MS19	AN		ASYN	3	VAN	1200		000	P750	INTER
16	06245	HOUSTON	TX 713226	6-FIS-1	[10]	OPER	MSIS	AN		ASYN	1	VAN	1200		000	F753	Mic
(6	€6246	NEW ORLN3	LA 504589	G-FIS-1	01M	OPER	MSIS	AN		ASYN	7	VAN	1200		000	£750	INTER
(t	06247	NEW ORLNS	LA 504589	G-F19-1	DO	OPER	MSIS	AN		ASYN	1	VAN	1200		939	P750	INTER
ţ.t	09249	EATONROE	LA 504389	G-FIS-1	D0	OPER	MSIS	AN		ASYN	1	VAN	1200		000	P75)	INTE
66	.(-240	нам а	LA 504879	0-FIS-1	[R)	OPER	MSIS	AN		ASYN	1	VAN	1200		000	P=50	IKH.*
11:	00.50	MURISANCTY	/ LA 504384	₩ 6-F19-1	10	OPER	MSIS	AN		asyn	1	VAN	1200		ucc	FTK	PATER
£6	U3251	GALVESTN	TX 713763	8 6-FIS-1	୯୧୫	OPER	MSIS	AN		ASYN	3	VAN	1200		900	P750	INTEA
Le	06252	GALVESTN	TX 713763	G-FIS-1	Đŷ	n e ck	MSIS	AN		ASYN	1	VAN	1200		000	-75	181
ĔĠ	(625)	FTARTHUR	TX 713983	9-6-F1S-1	MS0	OPER	MSIS	AN		ESYN	3	VAN	1200		θθθ	P756	INTER
ſij.	06254	PTARTHUR	TX 713983	G-FIS-1	90	OPER	MSIS	AN		ASYN	1	VAN	1200		000	P750	INTEN
06	06255	MOBILE	AL 205690	G-F1S-1	450	OPER	MSIS	AN		ASYN	3	VAN	1200		000	P750	iViEA
(t)	06258	MOBILE	AL 20569	0 6-FIS-1 ·	00	OPER	MS15	AN		ASYN	1	VAN	1200		900	F7 5 0	THILL
CG	(6257	PENSACOLA	A FL 904432	2 G-FIS-1	[6]	OPER	HETS.	AN		ASYN	1	VAN	1200		UCC.	P750	Pil #
('6	(6258	BILOXI	MS 601432	2 G-FIS-1	D O	OPER	MSIS	AN		ASYN	1	VAN	1200		900	P75 -	INTER
CO.	06259	CRPCHRIST	T TX 51288	3 6-FIS-1	MSO	OPER	MS15	AN		ASYN	3	VAN	1200		000	P750	INTER
(4	06260	(RPCHRIS	T TX 51288	3 G-F15-1	00	OPER	MSIS	AN		ASYN	1	VAN	1200		9 00	P750	1811 3
CG	€6261	BROWNVLLE	E TX 512546	5 G-F19-1	D e	OPER	MSIS	AN		ASYN	1	VAN	1200		000	F750	INSER

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OPERATIONAL TERMINAL LOCATIONS

ADMIN	NAC ID	CITY	OCATION ST ACEX	CONTACT		GENLY PROG			erminal Model 9		NDV		IACUIT SPEED	 #E30 *MTR	DEST HOST	F
CG	00262	NEW ORLN	S LA 504589	G-FIS-1	DT8	OPER	MSIS	AN	f	ASYN	4	VAN	1200	 000	F-75,	Iki.
ĈĜ	06263	NEW ÜRLN	5 LA 50458 9	G-FIS-1	OPCN	OPER	SARS	AN	Ĥ	ASYN	2	VAN	1200	000	P7F1-	Milet
06	CG264	CLEVELAN	D LA 216522	: G-FIS-1	019	OPER	MSIS	AN	f	ASYN	5	VAN	1200	000	s 15 ₀	ali'r
(6	06265	CLEVELAN	D LA 216522	6-F19-1	OPEN	OPER	SARS	AN	A	ASYN	2	VAN	1296	OF C	, 7 5 0,	; e [*] *
CG	06266	LONGBEAC	H (A 213590	G-FIS-1	ÇŨŢ₽	OPER	MSIS	AN	f	AS YN	2	VAN	1269	in (ָרָיָי ז	INTER
CG	06267	LONGBEAC	H (A 213590	G-FIS-1	MIO	OPER	MSIS	AN	A	ASYN	4	VAN	1200	39,0	ē →	P.H.
Úъ	06268	LONGBEAC	H CA 213590	G-FIS-1	B 0	OPER	MSIS	AN	A	1SYN	1	VAN	1200	Ĵu.	£ 75	[N ^{TC} F
CG	00269	SAN DIEG	O CA 714293	6-F1S-1	MS()	OPER	MSIS	AN	ţ	ASAN	2	VAN	1200	000	, n e ()	lift.
ro	06270	SAN DIEG	0 CA 71 4 293	6-FIS-1	Dú	OPER	MSIS	AN	A	SYN	1	VAN	1200	000	p to	INTE
06	06271	LONGBEAC	H CA 213590	6-513-1	DT11	OPER	MSIS	AN	A	SYN	3	VAN	1200	:MC	ا ع ^ح ا	IN+F
(6	66272	LONGBEAC	H CA 213590	G-F13-1	OPCN	0PER	SARS	AN	A	ISYN	2	VAN	1.300	(f))	p. 15.	tight :
((6	CG273	MONTEREY	CA 408375	G-FIS-1	COTP	OPER	MSIS	AN	A	SYN	1	VAN	1200	N)	Pile	Nīse
06	66274	HUMBOLDT	CA 707 44 3	G-FIS-1	COTP	0PER	MSIS	AN	A	YYN	1	VAN	1200	19, 🕻	:	Ihit'
00	06275	san Fran	CA 415556	G-FIS-1	MSO	OPER	MSIS	AN	A	SYN	6	VAN	1200	000	P750	INTE+
06	C627&	san Fran	CA 415550	G-FIS-1 ·	D ()	OPER	MSIS	AN	A	SYN	1	VAN	1260	0CC	F750	Pvier
C G	05277	Eureka	CA 707443	G-FIS-1	90	OPER	MSIS	AN	A	ISYN	1	VAN	.700	uSt	P756	14155
(ń	0 G 278	san Fran	CA 415556	6-F1\$-1	AO	OPER	MSIS	AN	A	SYN	4	VAN	1200	000	P750	Pirc
06	06279	san Fran	CA 415556	G-FIS-1	DT12	OPER	MSIS	AN	A	SYN	5	VAN	1 (00	υ¢¢	F75 :	Įt.
CG	CG 280	MONTEREY	CA 408375	G-FIS-1	FNOC	0PER	WSIS	AN	A	SYN	i	VAN	1200	000	2750	. •
ÇĞ	06281	SEATTLE	WA 206442	0-F19-1	MIO	OPER	MSIS	AN	A	SYN	4	VAN	1200	00C	P750	H. "

U.S. COAST GUARD ADMINISTRATION

OPERATIONAL TERMINAL LOCATIONS

AUMIN	NAC ID	CITY	LOCAT ST	ION ACEX	CONTACT		ENCY PROG	INF APP(TYPE	TERMINA MODEL		NDV		CIRCUIT SPEET	RESO ENTR		TRHE TYPE
06	06282	SEATTLE	WA	206442	6-FIS-1	P G	OPER	MSIS	AN		ASYN	1	VAN	1200	300	£750	INTER
(6	(6283	TAKOMA	₩A	206593	G-FIS-1	00	OPER	MSIS	AN		ASYN	1	VAN	1200	00 0	P750	INTER
ŕ).	06284	FORT AN	0 WA	206452	6-FIS-1	DO	OPER	MSIS	AN		ASYN	1	VAN	1200	000	F750	INTEA
66	06235	BELLING	₩	2066-5	G-F13-1	D O	OPER	MSIS	AN		ASYN	1	VAN	1200	occ	Page	INTER
(6	06286	PORTLAN	D OAR	503221	G-F1S-1	MSO	OPER	MSIS	AN		asyn	3	VAN	1200	U.C	₽75 <u>(</u>)	inter
(6	06287	FORTLAN	D OR	503221	G-F1S-1	00	OPER	MSIS	AN		ASYN	1	VAN	1200	000	P750	INTER
06	06288	000S BA	Y OP	503269	6-F1S-1	1:0	OFER	MSIS	AN		ASYN	1	VAN	1200	ice	FT	PATER
(t)	06289	ABERDEE	N WA	206532	G-F13-1	D O	OPER	MSIS	AN		ASYN	i	VAN	1200	000	£7%)	INTER
(0	06290	ASTOF (A	ΩR	503269	G-FIS-1	90	OPER	MSIS	AN		ASYN	i	VAN	1200	000	£750	INTES
Ġē.	06291	SEATTLE	WA	206442	G-F1S-1	DT1 3	OFFIR	MSIS	AN		ASYN	3	VAN	1200	000	P750	INTER
606	06292	SEATTLE	WA	206442	G-F19-1	OPCN	0PER	SARS	AN		ASYN	2	VAN	1200	000	P750	INTER
(6	C62 9 3	JUNEAU	AK	907586	G-F1S-1	DT17	OPER	MSIS	AN		ASYN	3	VAN	1200	000	₽₹₩	INTES
fu.	06294	JUNEAU	AK	907586	G-FIS-1	OPCN	OPER	SARS	AN		ASYN	2	VAN	1200	(100	i 750	INTE
(6	06295	KODIAK	AK	907487	G-FIS-1	RCC	OPER	MSIS	AN		ASYN	2	VAN	1200	000	P750	INTER
(n	(6295	HONOLUL	U HI	808546	G-FIS-1	DT 14	OPER	MSIS	AN		ASYN	2	VAN	1200	000	F750	INTER
03	06297	HONOLUL	Ų HI	908546	G-F1S-1	OPCN	OPER	SARS	AN		ASYN	2	VAN	1200	001	P750	INTER
66	(6298	SAN JUA	N PR	809725	G-F1S-1	MSO	OPER	MSIS	AN		ASYN	3	VAN	1200	000	P750	11, 15
06	06299	san Jua	N PR	809725	6 - FIS-1	DO	OPER	MSIS	AN		asyn	1	VAN	1200	900	P750	THITES
66	06300	SAN JUA	N PR	809725	G-F1S-1	RCC	OPER	SRAS	AN		ASYN	2	VAN	1200	90€	P750	TNTON
æ	06301	GUAM		*****	G-F1S-1	MAR	OPER	MSIS	AN		ASYN	2	VAN	1200	000	tores.	INTER

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OPERATIONAL TERMINAL LOCATIONS

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ADMIN	NAC ID	CITY LOC	TATION ST ACE	'¥	CONTACT	AC OFF	ENCY PROG			TERMINAL MODEL	• • •	MITU		IRCUIT SPEED	•	RESO ONTR		THAF TYPE
CG		BOSTON			G-F19-1	DT1			AN		ASYN		VAN	1200		 000	P750	INTER
						1.11	UFER	SHN	rav		ноти	2	VHIV	1209		occ	F750	TIMI Z.
ÇĞ	CG 303	STLOUIS	MO 314	425	6-FIS-1	012	oper	SAR	AN		asyn	3	VAN	1200		900	P750	INTER
06	06364	NYC	NY 212	995	6-FIS-1	073	OPER	SAR	AN		ASYN	4	VAN	1290	•	000	P750	INTER
CG	1.0305	PORTSMTH	VA 804	393	G-FIS-1	D15	OPER	SAR	AN		ASYN	4	VAN	1200		000	P750	INTER
66	06306	MIAHI	FL 305	350	G-F1S-1	[IT7	OPER	SAR	AN		ASYN	3	VAN	1200		000	P75)	INTE
C(-	(6307	NEW ORLNS	LA 504	589	6-FIS-1	DTS	oper	SAR	AN		ASYN	4	VAN	1200		000	F750	THTEF
99	06303	CLEVEL AND	OH 218	522	G-F19-1	079	OPER	SAR	AN		ASYN	5	VAN	1200		000	F750	Location
06	C0300	LONGBEACH	CA 213	423	6-FIS-1	1170	OPER	SAR	AN		ASYN	3	VAN	1200		000	P750	INTER
CG	CG310	SANFRAN	CA 415	556	9 -F1S- 1	DT12	OPER	SAR	AN		ASYN	3	VAN	1200		000	P750	INTER
C G	C6311	SEATTLE	WA 399	549	6-FIS-1	DT13	OPER	SAR	AN		ASYN	3	VAN	1290		000	F750	Petr
03	CG31 2	HONCLULU	HI 308	546	6-F19-1	DT14	OPER	SAR	AN		ASYN	3	Wan	1200		000	P750	INTER
06	C G 313	JUNEAU	AK 907	586	G-FIS-1	DT17	OPER	SAR	AN		asyn	3	VAN	1200		000	F750	INTER
00	66314	SAN JUAN	PR 809	725	G-FIS-1	CNTR	OPER	SAR	AN	!	ASYN	1	VAN	1200		ůCC	F750	INTER
66	06315	KOBI AK	AK 907	437	G-FIS-1	CNTR	OPER	SAR	AN		asyn	1	VAN	1290		900	F75/	INTER
CG	09316	SCOTT AFB	**1	***	G-FIS-1.	AFB	OPER	SAR	AN		ASYN	1	VAN	1200		000	p.750	INTER

U.S. COAST GUARD ADMINISTRATION

ADMINISTRATIVE TERMINAL LOCATIONS

HOMIN	NAT ID	CITY LOC		acex Ight	CONTACT		G en cy Prog			TERMINAL MODEL		NEV		CIRCUIT SPEED	 RESO ONTR		traf Type
£6	06001	BOSTON	MA	617576	6-F13-1	DTI	admn	DIST	RUE	D100	SYNC	1	FX	2400	 TCC	C300	BATCH
06	06002	STLOUIS	MO	314425	G-FIS-1	DT2	ALIMN	DIST	RJE	D100	SYNC	1	FX	2400	TCC	0300	BATCH
66	<u>C</u> G(p)4	PORTSMTH	YA.	80439 3	G-FIS-1	DT5	PEMN	DIST	RJE	D100	SYNC	1	FX	2400	700	6360	BATCH
66	06/003	NYC	Ñт	2129 95	G-FIS-1	DT3	ADMN	0131	RJE	D100	SYNC	1	FX	2400	100	£3 00	BATCH
?(c	60008	LONGBEACH	ÇΔ	213423	G-F19-1	DT11	ADMN	DIST	RUE	D100	SYNC	1	LPP	9600	TCC	0300	BATCH
06	(6007	CLEVELAND	39	214522	6-F15-1	D15	ADMN	DIST	RJE	D100	SYNC	1	FX	2400	TCC	6300	BATCH
76	(Tork)6	NEW ORLNS	LA	50 45 89	6-F19-1	910	ADMN	DIST	RJE	0100	SYNC	1	FX	2400	TCC	C3 00	BATCH
06	0,405	MIAMI	FL	30 5350	G-FIS-1	017	ADMN	DIST	RJE	D100	SYNC	1	FX	2400	TCC	6300	BATCH
(6	06016	GROTON	C*	203445	3-FIS-1	LAB	AEMN	DIST	RJE	D100	SYNO	1	FX	2400	100	6300	EATTH
ČĢ.	06015	WASH-DEN	f (202566	ó-fIS−1	HDéT	ADMN	DIST	RJE	D100	SYNC	1	LD	2400	TCC	0000	BATIH
() ₀	06014	WASH-JUMP	ec	202566	6-FJS-1	HDQT	ADMN	T210	RJE	D100	SYNC	1	LD	240 0	TCC	C3 00	BATCH
<u>.</u> 6	0.413	WASH-BS	θÇ	20256ა	6-FIS-1	HDQT	MMCA	0187	RJE	B100	SYNC	1	LD	2400	TCC	0300	BATCH
Ç5	06012	WASH-FIS	DC.	202566	0-FIS-1	HDQT	AMMCA	DIST	RJE	D100	SYNC	1	LD	2400	TOO	0300	BATER
CG	C6011	NYC-AMVER	ΝΎ	212995	G-F1S-1	AMVR	ADMN	DIST	R.JE	D100	SYNC	1	FX	2400	TCC	0300	ватен
(6	06010	SEATTLE	WA	399549	5-FIS-1.	DT13	ADMN	DIST	RJE	D100	SYNC	1	LPP	9600	100	(300	BATCH
66	€60 0°	SANFRAN	ĈА	415556	(-F1S-1	DT12	ADMN	DIST	RJE	D100	SYNC	1	LPP	9600	TCC	£300	EATCH
66	06017	HONOLULU	HI	\$0854 6	G-FIS-1	DT14	ADMN	DIST	RJE	D100	SYNC	i	WATS	2400	700	СУю	BATCH
00	06018	JUNEAU	Ar.	90 75 86	6-FIS-1	DT17	ADMN	DIST	RJE	B100	SYNC	1	000	2400	TCC	C3 60	BATER
00	05033	ALAMEDA	CA	415273	6-FIS-1	FLU	ADMN	JUMPPS	AN		ASYN	1	VAN	1200	100	1356	INTER
(6	06034	BALTIMORE	MD	301789	6-FIS-1	FLD	ADMN	JUMPPS	AN		ASYN	1	VAN	1200	Tro	1360	INTER

U.S. COAST GUARD ADMINISTRATION

ADMINISTRATIVE TERMINAL LOCATIONS

ADMIN	NAC 1D	LQ(CATION ST ACEX	CONTACT	AG OFF	ency Prog			termina Model		NDV		CIRCUIT SPEED	 PESO CNTR		TEAF TYFE
(6	06035	BOSTON	MA 617223	G-FIS-1	DT1	ADMN	JUMPES	AN		ASYN	1	VAN	1200	 TCC	1360	INTER
06	06036	CAPE MAY	NJ 609884	G-FIS-1	FLD	alimn	JUMPPS	AN		ASYN	1	VAN	1200	T(C	1340	INIc
00	26007	CLEVELAND	OH 216522	G-F15-1	ŊT9	alimn	JUMPP3	AN		ASYN	1	VAN	1200	100	1360	INTER
66	06038	ELIZACITY	NC 919338	0-FI\$-1	arsc	admn	JUMPPS	ĤΝ		ASYN	1	VAN	1200	rcc	1340	Refer
66	00039	HONOLULU	HI 808546	G-FIS-1	DT 14	ALMN	JUMPP9	AN		ASYN	i	VAN	1200	100	13ev	inte
C6	06040	JUNEAU	AK 90 758 6	G-FIS-1	DT17	ALMN	JUMPPS	AN		ASYN	1	VAN	1200	TCC	1360	INTER
66	00041	LONGBEACH	CA 213590	6-F1S-1	DT11	ALIMN	JUMPPS	AN		ASYN	1	VAN	1200	TCC	1360	INTER
66	CG043	MIAMI	FL 30 535 0	0-FI\$-1	D 77	admn	JUMPPS	AN		ASYN	1	VAN	1200	TCC	1360	INVER
66	06043	NEWLONDON	CT 203 44 3	8-6-FIS-1	A(AD	ADMN	JUMPPS	AN		asyn	1	VAN	1200	100	13¢ +	INTE-
(G	06044	NEW ORLNS	LA 504589	6-FIS-1	D18	ALIMN	JUMPPS	AN.		AEYN	1	VAN	1200	TCC	13c0	INTE
Ĉ6	09045	NYC	NY 212995	5 G-F1S-1	ртз	ADMN	JUMPPS	AN		ASYN	1	VAN	1200	TCC	136	INTER
Œ	CG046	UAKCITY	0k 40 5 686	6-FIS-1	FLD	admin	JUMPPS	AN		ASYN	1	VAN	1200	100	1350	INTER
06	€ 604 7	PETALUMA	CA 707762	0-FIS-1	FLD	admin	JUMPPS	AN		ASYN	1	VAN	1200	TCC	1360	INTE-
46	06048	PORTSMTH	VA 804398	6-FIS-1 •	DT5	ADMN	JUMPPS	AN		ASYN	1	VAN	1200	TEC	136	IME
06	06049	san Fran	CA 415556	6-FIS-1	DT12	ADMN	JUMPPS	AN		ASYN	1	VAN	1200	TCC	1360	INTEF
06	06050	SEATTLE	WA 206442	0 6-FIS-1	DT13	ÄDMN	JUMPPS	AN		ASYN	1 1	VAN	1200	TCC	1.50	Pater
(ô	0605)	STLOUIS	MO 314425	5 G-FIS-1	DT2	ADMIN	JUMPP3	AN		ASYN	1 1	VAN	1200	TCC	1360	Mury
66	(605)	YORKTOWN	VA 804827	7 G-FIS-1	FLB	ADMIN	JUMPPS	AN		ASYN	1 :	VAN	1200	rcc	1350	$\mathbf{r}_{\bullet}:$
06	00070	HASH	DC 202426	S G-FIS-1	MPC	ADM	JUMPPS	RJE	SYCOR	ASYN	1 3	LD	1200	MPC	63(4)	î.
co.	(6074	HASH	DC 202426	6 G-FIS-1	MPC	ADMIN	JUMPPS	RUE	SYCOR	ASYN	, ;	R LD	1200	MPC	03%	ŀ'-

U.S. COAST GUARD ADMINISTRATION

AUMINISTRATIVE TERMINAL LOCATIONS

A[M]N	NAL ID	CITA FUG	(14) ST	ACEX	CONTACT		BENEY PROG			TERMINAL MODEL		NŒV		CIRCUIT SPEED	RESON		TRAF TYFE
16	(5975	BOSTON	MA		G-FIS-1	DTI	ADMN	JUMPPS	AJE	SYCOR	ASYN	1	DDD	1200	 MPC	1306	PATCH
9	[5074	STE0015	MC	314425	G-FIS-1	ĐT1	almn	JUMPPS	RJE	SYCOR	ASYN	1	DDD	1200	MPC	0300	BATON
26	166 77	NYC.	NY	212668	6-FIS-1	DT3	alm	JUMPPS	RJE	SYCOR	asyn	1	DDD	1200	MPC	€ 360	BATCH
Ţ	(4.78	PORTSMTH	VA	96 4398	5-415-1	D75	admn	JUMPPS	RJE	SYCOR	ASYN	1	DDD	1260	MPC	0300	Внтон
6	06679	MIAMI	÷i_	305350	G-F1%-1	<u>0</u> 77	ADMR	JUMPPS	RJE	SYCO#	ASYN	i	000	1200	MPC	€300	BATCO
÷ò	$\ell \in \{i\}$	NEW ORLNS	ĽΑ	504589	6 -F IS-1	ars.	admn	JUMPPS	RJE	SYCOR	asyn	1	000	1260	MPC	(366	BATCH
	(3081	CLEVELAND	ŨΗ	216522	G-F19-1	[179	ADMN	JUMPPS	RJE	Sycor	ASYN	1	000	1260	MP(0300	BATCH
ĬĊ	Coós,	LONGBEACH	64	213593	0-FIG-1	DT11	ADMN	JUMPPS	RJE	SYCOR	ASYN	1	DDD	1200	MFC	0300	BATCH
* ,	Tag)	SANERAN	ľΑ	415556	6-F1S-1	DF12	Azmri	JUMPPS	RUE	SYCOR	ASYN	1	DDD	1200	MP(0306	E≏*CH
ζħ.	ુંસ્ત્રફ4	SEATTLE	WА	206442	G-FIS-1	D7 12	ADMN	JUMPPS	RJE	SYCOR	ASYN	1	DDD	1200	MPC	0300	йніі н
C,	Unit:	HONOLITU	ΗĮ	3085 46	G-F19-1	[iT14	ADMN	JUMPPS	RJE	SYCOR	ASYN	1	DDD	1200	MPC	03(%)	BATUS
	(with	JUNEAU	Δŀ	207586	G-FIS-1	9717	ADMN	JUMPPS	RJE	SYCOR	ASYN	i	DDD	1200	MPC	0300	BHTI'H
4, 5.	((687	ST PETE	FL	813536	6-FIS-1	FLD	ATIMN	JUMPPS	RJE	SYCOR	asyn	1	DDD	1200	MPC	(Bir	BATTE
Ü,	33(6)	ELIZACITY	Ni.	919338	G-FIS-1	AR3C	ADMN	JUMPPS	RJE	SYCOR	asyn	1	DDD	1200	MPC	<u>(</u> 3(a)	FATEN
<i>F</i> *	(00.	CAPE MAY	ΝJ	609334	G-FIS-1.	FLD	admn	JUMPPS	RJE	SYCOR	ASYN	1	DDD	1200	MFil	(300	FITCH
(\$	(6)40	OPA LOSA	FL	305681	G-FIS-1	FLO	ADMIN	JUMPPS	RJE	SYCOR	ASYN	i	000	1200	MPC	€300	BATH
Ú	06094	OAKCITY	0K	405686	G-FIS-1	FLD	admn	JUMPPS	RJE	SYCOR	ASYN	1	DDD	1200	MPC	0300	E-774
00	(6092	PETALUMA	CA	707762	G-FIS-1	FLD	ADMN	JUMPPS	RJE	SYCOR	ASYN	1	DDD	1200	MPC	C3(n)	FATCH
16	-)(6)93	ALAMEDA	ĽΑ	415273	G-FIS-1	FLO	ADMN	JUMPPS	RJE	SYCOR	ASYN	i	DDD	1200	MF°C	C300	BATCH
(6	16097	YORKTOWN	VA	904827	G-F1S-1	FLD	ADMN	JUMPPS	RJE	SYCOR	ASYN	1	DDD	1200	MPC	C399	RATCH

U.S. COAST GUARD ADMINISTRATION

ADMINISTRATIVE TERMINAL LOCATIONS

ADMIN	NAC ID	100 CITY		ION ACEX	CONTACT			GENCY PROG			TERMINA MODEL				CIRCUIT SPEED	INF GSA-ID	reso Ontr	URCE HOST	TRAF Type
(6	((0005	SACRAMNTO	СA	916927	G-FIS-1		FLD	admn	JUMPPS	RJE	SYCOR	asyn	1	000	1200		MFC	£300	FATCH
66	03094	NYC-AMVER	NY	212668	6-FIS-1		AMVR	ADMN	JUMPES	RJE	SYCOR	ASYN	1	000	1200		MPC	0300	BATCH
66	0 6097	Wash-oon	ENT	202426	0-FIS-1		FLD	admn	JUMPPS	RJE	SYCOR	ASYN	1	LD	1206		MPC	0306	BATCH
66	66098	CAPE COD	MA	617693	6 - FIS-1		AS	ADMN	JUMPPS	RJE	SYCOR	ASYN	1	DDD	1200		MPC	(366	BATCH
96	(6099	SWHARBOR	ME	207244	G-FIS-1		SRP	ADMN	JUMPPS	RJE	SYCOR	ASYN	1	DDD	1200		MPC	£300	PATCH
£6	00100	WOODSHOLE	MA	6175 48	G-F19-1		GRP	admn	JUMPPS	RJE .	SYCOR	ASYN	i	odo .	1200		MPC	0300	BATCH
46	05101	PORTLAND	ME	207780	0-FIS-1		SEF	ADM:	JUMPPS	RJE	SYCOR	ASYN	1	DDD	1200		MPC	0300	BATCH
16	05102	BOSTON	MA	6 172 23	Ö - FI≨-1		ORP	ADMN	JUMPPS	RJE	SYCOR	ASYN	1	DDD	1200		Med	6300	BATCH
06	(61)/3	NYE-AMVER	ΝY	212668	6-FIS-1		SC	admin	JUMPPS	RJE	SYCOR	ASYN	1	DDD	1200		MEC	0300	BATCH
+ lj	(6104	NYC	N۱	212558	G-F15-1		SC	admin	JUMPPS	RJE	SYCOR	ASYN	1	DDD	1200		MFC	0300	BATCH
96	(610 5	PORTSMTH	VΑ	804398	G-F18-1		GRP	admn	JUMPPS	RJE	SYCOR	ASYN	1	ODD	1200		MPC	6300	ватон
3	06108	ELIZ CITY	NJ	919338	G-F13-1		AS:	ADMN	JUMPPS	RJE	SYCOR	ASYN	1	DDD	1200		MPC	0300	BATCH
ÇÇ.	to:	BALTIMORE	ΜD	301789	G-FIS-1		GRP	admn	JUMPPS	RJE	SYCOR	ASYN	1	DDD	1200		MPC	0300	BATCH
06	06108	OPA LOCKA	FL	305681	G-F15-1		AS	ADMN	JUMPPS	RJE	SYCOR	ASYN	1	DDD	1200		MPC	(300	BATCH
66	C610°	CLEARWIR	FL	813441	G-FIS-1	٠	AS	admn	JUMPPS	RJE	SYCOR	ASYN	1	DDD	1200		MP(0300	BATCH
06	C6110	MIAMI	FL	3053 5 0	G-F19-1		GRP	admin	JUHPPS	RJE	SYCOR	ASYN	1	DDD	1200		MPC	0300	BATCH
00	06111	ST PETER	FL	813536	G-F15-1		GRP	admin	JUMPPS	RJE	SYCOR	-asyn	1	000	1200		MFC	£3 00	BATCH
56	06112	MOBILE	AL	205690	G-F19-1	r	BASE	ADMN	JUMPPS	RJE	SYCOR	ASYN.	1	000	1200		MPC	0300	BAT
06	C6113	GALVESTON	TX	713763	G-F19-1		Base	admin	JUMPPS	RJE	SYCOR	ASYN	1	DDD	1200		MPC	C300	BATO
06	EG114	NEW ORLNS	LÁ	504589	6- FIS-1		Base	ADMN	JUMPPS	RJE	SYCOR	ASYN	1	DDD	1200		MPC	0300	BA1+ H

U.S. COAST GUARD ADMINISTRATION

ADMINISTRATIVE TERMINAL LOCATIONS

AEMIN	nac ID	CITY	ST	ION ACEX	CONTACT	OFF	SENCY PROG	INF APPL		TERMINAL MODEL				CIRCUIT SPEED	INF GSA-ID	RESO CNTR		TSHP TYPE
:	00115	TRAV CITY				A S	AD MN	JUMPF-3	R.JE	SYCOR	AS:N	1	000	1200		MF1	(300	BATCH
(6	06116	BUFFALO	NY	716846	G-FIS-1	GRP	admin	JUMPPS	RJE	SYCOR	asyn	í	DDD	1200		MPC	€300	PATI(F
66	66117	TIOREAG	ΜI	313226	G-FIS-1	GRP	admn	JUMPPS	RJE	SYCOR	ASYN	1	000	1200		MPC	190	balth
	1113	MUSKEGON	ΜI	616722	6-FIS-1	GRE	ADMN	JUMPP5	RJE	SYCOR	ASYN	1	DDD	1200		MFC	Ú300	841° H
66	(6119	MTLWAUKEE	WI	414224	G-FIS-1	GRP	40MN	JUMPPS	RJE	SYCOR	ASYN	1	000	1200		MPC	f 300)	FAT (H
έġ	06129	SAULTSTM	MI	4 08632	G-FIS-1	GRF	admn	JUMPES	RJE	SYCOR	ASYN	1	DDD	1200		MPC	0500	BáT(H
.3	13121	SAN FRAN	CA	414556	G-FIS-1	AS	admn	JUMPPS	RJE	SYCOR	ASYN	1	000	1200		MPC	€300	Fál(H
16	06122	SAN FRAN	ä	414223	G-F19-1	GRP	admn	JUMPPS	RJE	SYCOR	ASYN	1	DDD	1200		MPC	1390	54TCh
05	6123	NORTH BE ND	0R	503756	G-F19-1	SRP	ADMN	JUMPPS	RJE	SYCOR	ASYN	1	ODD	1200		MPC	€390	B410H
Ü	05124	Sanfran	¢A	414556	6-FIS-1	FLD	admin	JUMPPS	RJE	SYCOR	asyn	1	DDL	1200		MET	(300	BATCH
(ij	06125	+001A#	A *.	907487	G-FIS-1	A S	admn	JUMPPS	RJE	SYCOR	asyn	1	DDD	1200		MPL	1300	PATCH
69	(6126	FODTAK:	Ak	907487	6-F15-1	5Ú	ADMN	JUMPPS	RJE	SYCOR	ASYN	1	DDD	1200		MPC	£30e	EATCH
Çő	16127	MOBILE	AL.	205690	6-F1S-1	AS	AIMN	JUMPPS	RUE	SYCOR	ASYN	1	DDO	1200		MPC	€306	<u>i.</u> 57 H
06	16128	NEWLONDON	£1	203442	G-F19-1	ACAD	admin	JUMPPS	RJE	SYCOR	asyn	1	DDD	1200		MPC	6360	_£1(H
66	66129	HEAN	00	200425	0-FIS=1	HDQT	ADMN	ARSC	AN		ASYN	1	VAN	1200		AR90	File	III-TEH
(6)	06130	MOBILE	AL	205534	G-FIS-:	AS	admn	ARSC	AN		ASYN	i	VAN	1200		ARSC	6UR	INTER
00	(6131	LITTLERCK	AR	501372	G-F1S-1	AS	ADMN	arsc	AN		ASYN	1	VAN	1200		ARSC	HUP	, NTEC
66	06132	grand pra	TX	214641	G-FIS-1	AS	ADMN	ARSC	AN		ASYN	1	VAN	1200		ARSC	FUR	INTER
(6	06133	OFA LOCKA	FL	3053 50	6-FI3-1	AS	admn	ARSC:	AN		ASYN	1	VAN	1200		ARSC	BUR	वशास्य
05	(61)4	TRAV CITY	MI	615945	G-FIS-1	AS	ADMN	ARSC	AN		ASYN	1	VAN	1209		ARSC	FUF	INTES

U.S. COAST GUARD ADMINISTRATION

ADMINISTRATIVE TERMINAL LOCATIONS

AUMIN	NAC ID	CITY LO	CATI ON ST ACEX	CONTACT	OFF	GENCY PROG			TERMINAI MODEL					INF GSA-ID		urce Host	TRAF TYPE
ξό.	06135	MCKINLEY	CA 707839		AS	admin	ARSC	AN		ASYN	1	VAN	1200		ARSC	BUR	INTER
C G	06136	CORPCHRIS	TX 512734	6-FIS-1	A3	admn	ARSC	AN		ASYN	1	VAN	1200		APSC	BUE	INTER
(6	06137	BARRSPOIN	HI 808682	G-FIS-1	AS	ad m n	ARSC	AN		ASYN	1	VAN	1200		ARSC	BUR	INTER
C P	66138	GLENVIEW	IL 409657	G-FI9-1	AS	ADMN	ARSC	AN		ASYN	1	VAN	1200		AREC	EUP	INTE-
06	06139	Belchasel	LA 504682	6 -F IS-1	AS	ADMN	ARSC	AN		ASYN	1	VAN	1200		ARSC	PUP	INTER
Ç6	CG140	OTIS AFB	MA 617968	G-FIS-1	AS	ADMN	ARSC .	AN		ASYN	1	VAN	1200		ARSC	FUF	INTE
66	06141	SAN DIEGO	CA 7 1489 5	G-FIS-1	AS	ADMN	ARSC	AN		ASYN	1	VAN	1200		ARSC	EUF	INTER
65	06142	CAPE MAY	NJ 609346	G-FIS-1	AS	ADMN	ARSC	ΑN		ASYN	1	VAN	1200		AR50	₽ijr.	INTER
06	06143	CORDOVA	AF 907424	G-FIS-1	AS	admin	ARSC	AN		ASYN	1	VAN	1200		ARSC	BUF	INTER
ÇÇ.	CG144	MCLEN AFB	CA 916533	6-FIS-1	AS	ADMN	ARSC	AN		ASYN	1	VAN	1200		ARSC	BUR	INTER
96	CG145	AGUADILI.A	TX 809825	G-F19-1	AS	AUMN	arsc	AN		ASYN	1	VAN	12(4)		ARSC	BUR	INTER
<u>0</u> 6	03146	HOUSTON	TX 713525	6-F15-1	A S	AUMN	ARSC	AN		ASYN	1	VAN	1260		AR90	BUR	INTER
65	C6147	SELFDGE	MI 313455	6 - F15-1	AS	ADMN	ARSC	AN		ASYN	1	VAN	1200		ARSC	BUR	INTER
ÇÇ.	£6148	LOSANCEL	CA 213966	G-F19-1	AS	ADMN	ARSC	AN		ASYN	1	VAN	1200		APSC	FUP	INTEH
66	06149	SAVANNAH	GA 912248	G-F19-1 ·	AS	alimn	ARSC:	AN		ASYN	1	VAN	1200		ARSC	FILF	INTEA
(G	(615)	NORTHBEND	OR 503754	G-F19-1	A S	ADMN	ARSC	AN		ASYN	i	VAN	1200		i eşc	Brite	INTER
06	06151	WARRENTON	OR 503861	G-F15-1	AS	ADMN	ARSC	AN		ASYN	1	VAN	1200		AFSC	BUF	INTEL
(b	06152	KODIA#	Ak. 907487	6-F19-1	AS	ADMN	ARSC	AN		ASYN	1	VAN	1200		ARSO	BÚR	INTE
95	06153	PORTANGEL	W 4 206457	G-FIS-1	AS	ADMN	ARSC	AN		ASYN	1	VAN	1200		ARGC	BUF	IN ter
į į	0/454	SAN FRAN	LA 415466	G-FIS-1	AS	ADMN	ARSC	AN		ASYN	1	VAN	1200		ARSC	BUR	BN. O

U.S. COAST GUARD ADMINISTRATION

ADMINISTRATIVE TERMINAL LOCATIONS

ADM!N	NAC ID	EDR CITY	CATION ST ACEX	CONTACT	OFF	BENCY PROG			TERMINAL MODEL		NDV		CIRCUIT SPEED	RESO CNTP	URCE HOST	TRAF TYPE
Jb	(6155	BROOKLYN	N) 21,26			AD MIN	ARSC	AN		ASYN	!	VAN	1200	 AR90	BUR	INTER
£.	156	CLEARWITE	FL 813 8 2	1 6-FIS-1	AS	admn	arsc	AN		ASYN	1	VAN	1200	AFSC	BUR	INTER
rif.	(6157	WASH	OR 20242	6 6-FIS-1	HDQT	AUMN	PMIS	AN		ASYN	3	VAN	1200	FAA	1370	INTER
16	06153	FURTISBAY	MD 30178	9 G-F1S-1	YARD	ADMN	PMIS	AN		ASYN	?	VAN	1200	FAA	1370	INTER
	0.159	NEW YORK	NY 21266	8 G-FIS-1	DT3	ADMN	PMIS	AN		ASYN	2	VAN	1200	FAA	1370	THER
٠.	0.150	ESOOKLYN	NY 21226	4 6-FIS-1	SPC	ADMN	FMI5	AN		ASYN	1	VAN	1200	FAA	1370	INTER
(•	(6161	NEWLUNDON	CT 20364	2 G-FIS-1	ACAD	ADMN	PMIS	AN		ASYN	1	VAN	1200	FAA	1370	INTER
. 15	03162	BOSTON	MA 31721	3 6-FIS-1	DTS	admn	FMIS	AN		ASYN	1	VAN	1200	FA4	1370	INTER
Ç6	16163	PORTSMIR	VA 50439	8 G-F1S-1	DTS	admin	PMIS	AN		ASYN	1	VAN	1200	FAA	1370	INTER
	00154	YORK TOWN	VA 80482	7 6-FIS-1	FLD	admn	PMIS	AN		ASYN	1	VAN	1200	FAA	1370	INTER
?	66165	EUD CITY	NC 91933	8 G-F1S-1	ARSC	ADMN	FMIS	AN		ASYN	1	VAN	1200	FAA	1370	INTER
29	66166	LONGBEACH	CA 21359	9 8-FIS-1	DT11	admin	PMIS	AN		ASYN	1	VAN	1200	FAA	1370	INTER
1	€0157	SAN FRAN	CA 41555	& G-FIS-1	DT12	admn	PMIS	AN		ASYN	1	VAN	1200	FAA	1370	INTER
Ę;	06168	PETALUMA	€4-7677 <u>8</u>	1 G-FIS-1	FLD	ADMN	PMIS	AN		ASYN	1	VAN	1200	FAA	1370	INTER
1.3	06169	HONOLULU	HI 80854	6 G-FIS-1	- DT14	admin	PMIS	AN		ASYN	1	VAN	1200	FAH	1370	INTER
1.3	(6)70	SEATTLE	AA 20544	2 G-FIS-1	DT13	ADMN	PMIS	AN		ASYN	1	VAN	1200	FAA	1370	INTER
(6	69171	JUNEAU	AK 90758	6 G-F1S-1	DT17	admin	PMIS	AN		ASYN	1	VAN	1200	FAA	1370	INTEF
06	06172	KODI a k	AK 90748	7 G-FIS-1	SDC	ADMN	PMIS	AN		ASYN	1	VAN	1200	FAA	1370	INTER
(6	CG1 73	HIAMI	FL 30535	0 G-FIS-1	017	ADMN	PMIS	AN		ASYN	i	VAN	1200	FAA	1370	INTER
46	CG174	NEH ÜRLNS	LA 50458	9 G-FIS-1	DT9	ADM	PMIS	AN		ASYN	1	VAN	1200	FAA	1370	INTER

FEDERAL AVIATION ADMINISTRATION

TERMINAL LOCATIONS

ADMIN	NAC 10			ION ACEX		AC UFF	PR06	INF APPL	TYPE	ERMINAL MODEL					INF 08A-10			iea:
FAA	FA001	ATLANTA	6A	404526		ASO		AMIS	A N TP	TL272 TL272					6D72817 6D72817	FAA FAA	1370 1376	INTER INTER
FAA	FA002	ANCHORAGE	AK.	907265	BARTON	AAL	ADM';	AMIS	AN TP	TL272 TL272					0D72822 0D72823	F4A FAA	1376 1370	inter Inter
FAA	FA06?	ATLANT CY	NJ	509641	BARTON	FATC	ADMN	AMIS	AN TP	TL272 TL272		-		-	<u>9</u> D90957 9D90057	FAA FAA	1370 1376	INTER
FAA	FA004	MINNEAPOL	MN	612726	BAH10N	FIFQ	admin	AMIS	AN 1P	TL272 TL272		_			<i>6D7</i> 2321003 GB 7 2821003		1270 1270	INTER INTER
FAA	FA005	BILE ORK	MI	616963	BARTON	E I F ()	admn	AMIS	an Tf	TL272 TL272					GD72821002 GB72821002		1370 1370	inter Inter
FAA	FA006	HÖNÖLÜLÜ	ΗΙ	308 955	BARTON	#Dr	almn	SIMA	an Tp	TL272 TL272					6072806 6072806	FAA FAA	1376 1370	INTER INTER
FAA	FA007	L ANGELES	ćA	213536	BARTON	AHE	ADMN	AMIS	AN TP	TL272 TL272	-				GD72919 GD72919	FAA FAA	1370 1370	INTER
FAA	FA008	SEATTLE	₩A	206767	BARTON	ÄNW	admn	AMIS	ân Tp:	TL272 TL272					6072819001 6072819001		1370 1370	INTEH INTER
FAA	FA009	űkű	0*	405686	BARTON	AAC	admin	AMIS	4 n Tf					2400 2400	C ARL CABL	FAA FAA	1370 1370	inter Inter
FAA	FA010	ATLANTA	GA	404526	BARTON	ANO	ADMN	PMIS	INTEL	SPD	ASYN	5	ADON	24(0)	6072817	FAA	1275	INTER
FAA	FA011	ANCHURAGE	ΑK	907255	BAFITON	, AAL	ADMN	PMIS	INTEL	SPD	ASYN	3	ADON	24.0	6072823	FAA	13.0	Inte:
FAA	F A 012	BOSTON	MA	617273	BARTON	ANE	admn	PMIS	intel Intel	SPD H1600	ASYN ASYN				607 2818062 607 2818062			IMIER INTER
FAA	FA013	ATLANTOTY	NJ	609641	BARTON	FATC	ADMN	PMIS	INTEL	SPD	ASYN	3	ADON	2400	GD7 2818961	FAA	1170	147.7
FAA	FA014	KANSASCTY	MO	8153 74	BARTON	ACE	ADMN	PMIS	INTEL	SPD	A5YN	3	ADON	2400	FDD03360	FAA	1370	Mis
FAA	FA015	CHICAGO	11	312694	BARTON	AGL.	ADMN	PMIS	INTEL	SP()	ASYN	5	ADON	2400	0D 72 821	FAA	I370	$p_{\ell, \pm \delta}$

FEDERAL AVIATION ADMINISTRATION

TERMINAL LOCATIONS

ADMIN	МАI, 10	CITY		ION Acex	CONTACT	OFF	GENCY PROG	INF APPL		ERMINA MODEL		N[iV		CIRCUIT SPEED	INF GSA-ID	RESO ONTR		TPAF TYPE
+ AH	FA01c	DENVER	(ij	303837	BARTON		ADMN	PMIS	INTEL	SPD	ASYN	3	ADON	2400	GB90072	FAA	1370	INTER
$F\Delta_{F},$	FALL	FT WURTH	t);	317624	BARTON	asw	ALMN	PMIS	INTEL	SPD	ASYN	5	ADON	2400	FDDC3312	FAA	1370	INTER
FAA	F49())	HÜNOLULÜ	нΙ	808955	BARTON	ADC	A[IMN	PMIS	INTEL	SPD	asyn	2	ADON	2400	6 972 808	FAA	1370	INTER
£ 14-4	84,19	HEAN	<u>[9.</u>	202426	BARTON	HŪQT	aemn	PMIS PMIS-DOT	INTEL INTEL	SPD H1600			ALICN ALICN	2400 2400	GD900 4 GD72820	FAA FAA	1270 1270	INTER INTER
FAA	FA020	L ANGELES	CA	213536	BARTON	A! ! E	ADMN	PMIS	INTEL	SPD	ASYN	4	ADON	2400	GD72819	FAA	15.1	INTER
FAA	F46_1	SEATTLE	₩A	206767	PARTON	ANH	admn	PMIS	INTEL	SPD	ASYN	3	ADON	2400	GD72819001	FAA	1370	INTER
FAL	FAOT2	94F 5117	Œ	405 6%	BARTON	AAC	ADMN	PMIS	INTEL	SPD	ASYN	Ģ	ADON	2400	CABL	FАн	1370	INTER
F44	FANÇI	NV€	NΥ	212669	BARTON	AEA	ADMN	PMIS	INTEL	SPD	ASYN	5	AHON	2400	6 072814	FAA	1370	INTER
k and	FAS.J4	ATIJANTA	64	404526	BARTON	AS0	ADMN	UPS	FJE	4PHS	SYNC	1	ADON	2400	6072817	FAA	1370	EARCH
Fun	14075	ANCHORAGE	Ak	907265	BAPTON	AAL	ADMN	UPS	RJE	4PHS	SYNC	1	ADON	2400	6D72823	FAA	1370	aATCH
Fiah	FA()25	MAC	NŸ	212663	BARTON	AEA	ADMN	UPS	RUE	4PHS	SYNC	2	ADON	2400	GD72814	FAA	13 70	BATCH
FÀA	FAUL7	ATLANTITY	N.	609641	BARTON	FATO	ALMN	UPS	RJE	4PHS	SYNC	!	ADON	2400	6 D7281 9001	FAA	1370	EATCH
F44	FANCY	KANSAGTY	MŪ	816374	BARTON	ACE	ADMN	UPS	R.E	4PHS	SYNC	1	ADON	2400	FDDC00360	FAA	1370	БАТЦН
FAA	Fátt29	DENVER	00	303837	BARTON	ARM	admin	UPS	RUE	4PHS	SYNC	1	ADICN	2400	GD72836	FAA	1370	BATCH
£#4	FA030	ET MORTH	Τ¥	817624	BARTON	ASW	ALIMN	UPS	RUE	4PHS	SYNC	1	ADEN	2400	FDDC331219	FAA	1370	RATUH
FAA	FA031	HONOLULU	ΗI	308955	BARTON	ADC	admn	UPS	RJE	4PHS	SYNE	1	ADON	2400	GD72806	FAA	1370	BATCH
FAA	FA037	₩ASH	Ľίζ	202426	BARTON	HDOT	aemn	UPS	RJE	4PHS	SYNC	2	ADEN	2400	GD70004	FAA	1570	H 1744
FAA	FA032	L ANGELES	ĊΑ	213536	BARTON	AWE	ADMN	UPS	RJE	4PHS	SYNC	1	ADON	2400	GD72836	FAA	1370	BATCH
FAA	F#034	OPC CITY	ijŁ,	405686	BARTON	FAA	ADMN	UPS	RJE	4PHS	SYNC	1	ADON	2400	CABL	FAA	1370	БАТСН

FEDERAL AVIATION ADMINISTRATION

TERMINAL LOCATIONS

ACM II	NAC		CATION	CONTACT	AGENCY		TERMINA	-		CIRCUIT INF	RESC		TEGE
ADMIK	12	CITY	ST ACEX		OFF PROG	APPL	TYPE MUDEL	. 51NL	NUV TYPE	SPEED GSA-1D	۱۳۱۳ . 	HUET	1.FE
FAA	FA035	BEATTLE	WA 206767	T.DAVIDISON	FTFO ADMN	1APA	AN	AGYN	2 LPP	2400	FAA	DEC	INTER
	,,,,,,,		2,2,2	,,,,,,,,,,,,,,,,,,,,,,,,,,,,,,,,,,,,,,,	1 (1)	2	GRAPH	ASYN		4800	FAA	DEC.	INTER
FAA	FAU36	MINNEA	MN 612726	T.DAVIDISON	FIFO ADMN	IAPA	AN	ASYN	2 ADON	2406	FAA	DE C	INTER
							GRAPH	ABYN	1 ADEN	4900	FAA	[Æ]	INTER
FAA	FA037	BTLE CRK	MI 516963	T.DAVIDISON	FIFO ADMN	IAPA	AN	ASYN	2 40CN	2400	FAA	űEI.	INTER
							GPAPH	À- (N	1 ADON	48(n)	۲Δμ	DE C	PIER
FAA	FA038	ATLANTOTY	NJ 609641	T.DAVIDISON	FATC ADMN	IAPA	AN	ASYN			FAA	DEC	INTER
							GRAPH	ASYN	1 ABON	4 900	FAA	DEC	`N.EŁ
FAH	FA029	ATLANTA	GA 404691	T.DAVIDISON	FIFO ADMN	1APA	AN	ASYN	2 ADON	2400	FAA	DEC	INTER
							GRAPH	asyn	1 AUCN	4800	FAA	DEC	14724
FAR	FAD40	ANCHORAGE	AK 907279	T.DAVIDISON	FIFO ADMN	IAPA	AN	ASYN	2 AUGN	2400	FAA	DEC	INTER
							GRAPH	ASYN	1 ADON	4 960	FAA	ŒC	inter
FAA	FAU41	HONOLULU	HI 808841	T.DAVIDISON	FIFO ADMN	IAPA	AN	ASYN	2 ADON	2 4 0e	FAA	DE:	INTER
							GRAPH	ASYN	1 ADON	4 800	FAA	ĐĐI	INTER
FAA	FA042	0 K (0	Ok. 405686	T.DAVIDISON	ACAD ADMN	IAPA	AN	AEYN	4 CABL	4 8(a)	£ 74	DEC.	: +îĔE
							GPAPH	ASYN	2 CABL	4 600	FAF	ĐĐ	PVTEE.
FAA	FA043	ākić	OK 405787	T.DAVIDISON	AAC ADMN	IAPA	GRAPH	ASYN	1 CABL	4 800	FAA	<u>JE</u> F	INTER
FAA	FAC44	WASH	00 202426	T.DAV10150N	HDQT ADMN	IAPA	ĤΝ	ASYN	1 ADON	1200	FAA	DE c	IN ER
FAA	FA045	L ANGELES	CA 213534	T. DAVEDISON	AWE AUMN	IAPA	AN	ASYN	3 ADON	9600 6072819	FAE	IE.	: - ¹ EF

FEDERAL AVIATION ADMINISTRATION

TERMINAL LOCATIONS

TIME PERIOD: 1983

	NAL.	ι.0	JAT.	ION	CONTACT	A	GENCY	INF	7	ERMINAL INF	:		CIRCUIT	INF	RESO	URCE	TRAF
A[M]N	Π^{i}	CITY	97	ACEX		0ek	PROD	APPL	TYPE	MODEL SYNC	NDV	TYPE	SPEED	GSA-ID	ENTR	HOST	TYPE
FAE	C., 178.	" 45H	In:	202426	J.OWENS	ноот	ADMN	UAS	AN	ASYN		ADCN	300		FAA	IBM	INTER
									TP	ASYN	3	ADCN	300		FAA	1BM	INTER
FAL	F43:17	HASH	DC	202426	J.OWENS	ARPT	ADMN	UAS	AN	ASYI	1 6	ADON	300		FAA	IBM	INTER
									ſP	ASY		ADUN			FAA	IBM	INTER
FAA	FANTO	(6.0	ΩF	405686	J. OWENS	AAC	ADMN	UAS	AN	ASY	1 22	ADON	300		FAA	IBM	INTER
				.,					TP	ASY	1 8	ADON	300		FAA	IEM	INTER
FA4	FA):79	ANCHORAGE	Ak.	907265	J.OWENS	AAL	ADMN	UAS	AN	ASY	1 5	ADON	300		FAA	IBM	INTER
									TP	ASY	1 2	ADON	300		FAA	IBM	INTER
FAH	σχής	NY(NY	212663	J. OWENS	AEA	ADMN	UAS	AN	AS.YI	1 15	ADON	300		FAA	IBM	INTER
									TP	ASYI	1 5	ADON	300		FAA	IEM	INTER
FAA	F#r€j	HAMSASCTY	MO	816374	J. OWENS	ACE	AÐMN	UAS	AN	ASYI	1 12	ADCN	300		FAA	IBM	INTER
									TP	ASYI	1 4	ADCN	300		FAA	IEM	INTER
FAA	FANGL	ATLANTITY	N.J	609641	J. OWENS	FATC	AEMN	UAS	AN	ASY!	1 9	ADCN	300		FAA	IBM	INTER
									ŢΡ	ASY	V B	R ADON	300		FAA	IBM	INTEL
F Am	-Aggi:	HONOLULE	ΗI	308955	J.OWENS	ADC	ADMN	UAS	AN	ASY	1 2	: ADON	300		FAA	IBM	INTER
									TP	ASYI	N 2	ADEN	300		FAA	IFM	IMIĒR
FAA	- Δr ₁₅ .4	ATLANTA	ĢΑ	404526	J.OWENS	AS0	AEMN	UAS	AN	ASY	¥ 12	ADON	300		FAA	I BM	THIEF
									TP	ASY	4 4	ADON	300		FAA	IBM	TAILER
برية ¢	FA (85	FORTHORY	TX	817624	J.OWENS	ASW	ADMN	UHS	AN	ASY	N 12	: ADCN	300		FAA	IBM	INTER
					•				TP	ASY	V	ADON	300		FAA	IBM	INTE
FAR	r _{Hrig}	. ANGELES	. (A	213536	J.OWENS	AWE	AEIMN	UAS	AN	ASYI	i 18	ADCN	300		FAA	IBM	INTER
									ΤP	ASY	N 6	ADON	300		FAA	IEM	PHIE
FAA	FAG-7	BOSTON	MA	617273	J.OWENS	ANE	AEIMN	UAS	AN	ASY	N 1	ADON	300		FAA	IBM	INTER
									ФŢ	ASY	N !	ADCN	300		FAA	IBM	HU CE
CAA	FARES	DENVER	co	303837	J. OHENS	ARM	ADMN	UAS.	AN	ASY	4 1	ADCN	300		FAA	IBM	INTER
									TP	ASY	V 1	ADON	300		FAA	IRM	INTER
= HP	EA6⊕9	0042187	IL	312594	J.OWENS	AGL	ADMN	UA3	AN	ASY	N 1	ADCN	300		FAA	IBM	liliter
									TP	ASY	N 1	ADCN	300		FAA	IBM	INTER
FAA	FAUN(SEATTLE	HA	206767	J.OWENS	ANW	ADMN	LIAS	AN	ASY		ADCN			FAA	IBM	INTER
									TP	ASY	١ :	ADCN	300		FAA	IBM	INTER

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FEDERAL AVIATION ADMINISTRATION

TERMINAL LOCATIONS

ADMIN	NAC ID	LOCAT	ION ACEX	CONTACT		GENCY Prog			ERMINAL INF MODEL SYNC NOV	CIRCUIT INF TYPE SPEED GSA-ID	RESOURCE ONTR HOST	TEAF TYPE
FAA	F4091	FAIRBANKS AK	907452	BUCk	AF30	ADMN	PLATO	GRAPH	1	FTS	UDEL	INTER
FAA	FADOD	ANCHORAGE AK	907279	BUCF	AF\$0	ADMN	PLATO	GRAPH	1	FTS	UDEL	INTER
FAA	FA093	KING SALMOAK	907246	BUCK		ADMN	FLATO	GPAPH	1	FTS	UDEL	INTER
FAA	F4094	JUNEAU AK	907789	BUCK	AF S	4DMN	FLATO	GRAFH	i	FTS	NDET	INTE-
FAA	FA095	BANGOR ME	207942	BUCK	AFS	admn	PLATO	GRAPH	1	FTS	HOEL	INTER
FAA	FA096	E.BOSTON MA	617567	BUCK	AFS	ATIMN	P_410	GRAPH	1	FTS	MDEL	INTER
FAA	FA097	BURLINGTONVT	802862	BUCK	AFS.	AEMN	PLATO	GRAPH	1	FTS	UDEL	INTER
FAA	FA098	WARWICK RI	401294	BUCK	AFS	ADMN	PLATO	GRAPH	1	FTS	UDEL	[KTEn
FAA	F4090	WINDSR LOCCT	203623	BIRK	AFS.	ADMN	FLATO	GRAPH	1	FTS	UDEL	INTER
FAA	FA100	PHILADELPHPA	215596	BUCK.	AFS.	ADMN	PLATO	GRAPH	1	FTS	UDEL	INTER
FAA	FA191	BALTIMORE MD	301761	BOCK	AFS	admn	PLATO	GRAPH	1	FTS	UDEL	INTER
FAA	FA102	CHARLESTONWV	304345	BUCK	AFS	AGMN	PLATO	GRAPH	1	FTS	UDEL	INTER
FAA	F4103	PITTSBURGHPA	412771	Buth	AFE	ADMN	PLATO .	GRAPH	1	FTS	UDEL	INIER
FAA	FA104	JACKSONVILEL	904641	BUCK	AFS.	atimn	PLATO	GRAPH	1	FTS	UDEL	IMIER
FAA	FA105	TAMPA FI.	813876	RUCK	# 8	ADMN	PLATO	GRAPH	1	FTS	UDEL	HITER
£ AA	FA106	MIAMI FL	305526	BOCK	# \$	ADMN	PLATÚ	GRAPH	1	FTS	UDEL	197Es
FAA	FA107	MORRISVILLNO	919755	Brick	AFS	ADMN	PLATO .	GRAPH	1	FTS	UDEL	INTER
FAA	FA108	MINNEAPOLIMN	612726	BUCK	AFS	ADMN	PLATO	GRAPH	1	FTS	UDEL	15.
FAA	FA109	SPRINGFIELIL	217525	BUCK	AFS	admn	PLATO	GRAPH	1	FTS	UDEL	14
FAA	FA110	CLEVELAND OH	216744	Brick	afs	ADMN	PLATO	GRAPH	1	FTS	UDEL	$\{\gamma_i\tau_i\}_{i=1}^{C}$

FEDERAL AVIATION ADMINISTRATION

TERMINAL LOCATIONS

aumin	NAC 11)	LIIA FOO		ION ACEX	CONTACT	OFF	GENCY PROG	•		ERMINAL INF MODEL SYNC NO	v ·	CIRCUIT INF TYPE SPEED OSA-ID		DORGE HOST	TRAF TYPE
: <u> </u>	F=111	HOUSTON	1:	713493			PLIMN	PLATO	GRAPH	!	1	FTS	UDEL		INTER
File	Fa112	N. OPLEANS	LÊ.	504729	BUCK	AFS	ADMN	PLATO	GRAPH	!	1	FTS	ULEL		INTER
نبسة	FA113	LTTLE ROCK	KAR	501374	BUC).	AFS	ADMN	PLATO	GRAPH	!	1 1	FTS	UDEL		INTER
F 4A	F#114	FINEGAYAN	ĜМ	3 55 582	BOCK	afs	ADMN	PLATO	GRAPH	;	1 1	FTS.	UDEL		INTER
FHH	F6115	MALI	HI	308877	PUCK	AFS	admin	PLATO	GRAFI	ı	1	FTS	UDEL		THIER
FAA	FA116	HONCLULU	HI	808734	BUCK	AFS	ADMN	PLATO	GRAF)	I	1	FTS	UDEL		IMJEE
F⊶A	FA117	PIERRE	sp	505224	Brick	AFS	ADMN	PLATO	GRAPH		1	FTS	UDEL		INTER
EAA	-4118	BISMARCE	ND	701255	Brick	AFS	ADMN	PLATO	GRAPH	•	1	FTS	UDEL		INTER
FHA	FALLS	6. JUNETIO	NCO	303043	BUCK	AFS	admn	PLATO	GRAPH	·	1	FTS	UDEL		INTER
FAA	FA120	GAPLAND	CA	415682	BUCK	afs	ADMN	PLATO	GRAPH	1	i	FTS	UDEL		INTER
FAA	-A121	PHOENIX	ΑZ	500281	PLICK	AFS.	AIMN	PLATO	GRAPI	١	1	FTS	UDEL		INTER
FAA	FA122	LG BEACH	CA	213421	BUCK.	AFS	ADMN	PLATO	GRAPH	r	1	FTS	UDEL		INTER
FAA	FA123	Kansas Ct	TMÚ	815243	BUCK	AFS	ADMN	PLATO	GRAPI	•	1	FTS	UDEL		INTER
FAA	FA124	ST. LOUIS	MO	314425	BUCK	afsf	ADMN	FLATO	GRAPI	ı	1	FTS	UDEL		INTER
Eth	FA125	SPRINGFIE	LMO	117369	BUCK	afs	ADMN	PLATO	GRAPH	•	1	FTS	UDEL		INTER
eg.	FA126	DEMOINES	IA	515184	BUCK	AFS	ADMN	PLATO .	GRAPH	,	1	FTS	UDEL		INTER
FAA	FA127	6. ISLAND	NE	308382	BUCK	AFSF	ADMN	PLATO .	GRAPH	ı)	FTS	UDEL		INTER
FAA	FA126	SPOKANE	WА	509456	BUCK	afs	ADMN	PLATO	GRAPI	١	1	FTS	UDEL		INTER
FHH	FA129	SEATTLE	HA	206433	Brick	AFS	ADMN	PLATO	GRAPI	I	ł	FTS	UDEL		INTER
FAA	FA130	PORTLND	OR	503848	BUCK	AFS	ADMN	PLATO	GRAPH	I	1	FTS	UDEL		INTER

FEDERAL AVIATION ADMINISTRATION

TERMINAL LOCATIONS

ADMIN	NAC 10	ČIŢY	LOCATION ST ACEX	CONTACT	AGENCY OFF PROC		TERMIN TYPE MODEL	AL INF CIRCUIT INF LISYNC NDV TYPE SPEED GSAHID	resource Ontri Host	traf Type
FAA	FA131	OKC	0¥ 405 686	Brick	AAC ADMI	N PLATO	GRAPH	1 FTS	UDEL	INTER
FAA	FA132	OKC	OK 405888	BUC)	aac admi	N PLATO	GRAPH	1 FTS	UDEL	Idifik
FAA	FA133	ùEĴ.	0⊭ 4 05588	Brack	AAC ADM	N PLATO	GRAPH	1 etc	UDEL	INTER
FA.4	FA134	0)(0	0k 405686	BUCK.	AAC ADMI	N FLATO	GRAPH	1 FTS	UTEL	INTER
FAA	FA135	ÜKC	0k. 405 686	BUCK	AAC ADMI	N PLATO	GRAPH	1 FTS	UBEL	INTER
FAA	FA136	OKC	0K 405686	BUCK	AAC ADMI	N PLATO	GRAPH	1 FTS	ODEL	IALEE
FAA	FA137	OKC	0k 4 05686	BUCK	aac admi	PLATO	GRAPH	1 FTS	UDEL	INTER
FAA	FA138	OKC	OY: 405686	BUCK	AAC ADMI	N PLATO	GRAPH	1 FT9	UDEL	INTER
SAA	FA139	OKC	0K 405686	BUCk	aac admi	N PLATO	GRAPH	1 FT5	UDEL	INTER
FAA	FA140	OKC	0K 4 05686	BUCK	AAC ADM	N PLATO	GRAPH	1 FTS	UDEL	INTER
FAA	FA141	9KC	€K 405686	BUCK	aac admi	N PLATO	GRAPH	1 FTS	UDEL	LATER
FAA	FA142	0KC	OK 405686	BUCK	aac admi	N PLATO	GRAPH	1 FTS	UDEL	INTER
FAA	FA143	OKC.	GK 405686	BUCK	AAC ADM	N PLATO	GRAPH	1 FTS	UDEL	INTER
FAA	FA144	OKC	ж 405686	BUCK	AAC ADM	n plato	GRAPH	1 FTS	UDEL	INTER
FAA	FA145	0 KC	OK 405686	BUCK	aac admi	n Pt.ato	GRAPH	1 FTS	UDEL	INTER
FAA	FA146	OKC	OK 405686	BUCK	AAC ADM	n Platů	GRAPH	1 FTS	UDEL	INTER
FAA	FA147	OKC	OK 405686	Brick	aac admi	N PLATO	GRAPH	1 FTS	UDEL	INTER
FAA	FA148	OKC	0K 405686	BUCK	aac admi	N PLATO	GRAPH	1 FTS	UDEL	1, 1,
FAA	FA149	OKC	DK 405686	BUCK	aac adm	N PLATO	Graph	1 FTS	UDEL	
FAA	FA150	OKC	OK 405686	BUCK	AAC ADM	N PLATO	Graph	1 FTS	UDEL	:

FEDERAL AVIATION ADMINISTRATION

TERMINAL LOCATIONS

ADMIN	NAC ID	CITY	LOCATION ST ACEX	CONTACT	AGEN OFF PR	CY INF OG APPL		RMINAL INF MODEL SYNC	CIRCU NDV TYPE SPEE	IT INF B GSA-ID	RESOU CNTR	 TRAF TYPE
. _{પ્રા} તે	FA151	U#C	OK 405 636	BUCk.	AAC AE	MN PLATO	GRAPH		1 FTS		UDEL	INTE:
¢22	FA152	0 k 0	Øk. 405 666	BUCK	AAC AE	MN PLATO	GRAPH		1 FTS		UDEL	INTER
FAA	5A153	ONC	0K 40568 &	800k	aac ae	MN PLATO	GRAPH		1 FTS		UDEL	INTER
c 777	FA154	ukć	OK 405686	BUCK	AAC AE	MN PLATO	GRAPH		1 FTS		UDEL	INTER
FAA	F4155	() (()	OK 405686	BUCK	AAC AI	MN PLATO	GRAPH		1 FTS		UDEL	INTEF
FAA	FA156	0kč	O K. 405686	BUCK	aac ai	MN PLATO	GRAPH		1 FTS		UDEL	INTER
FAA	FA157	OKE	0⊭ 405686	BUCK	AAC AL	MN PLATO	GRAPH		1 FTS		UDEL	INTER
FAA	FA158	(k)	OK. 405686	BUCK	aac ai	MN FLATO	GRAPH		1 FTS		UDEL	INTER
ENA	FA159	0.40	0K 40568 6	BUCK	AAC AI	MN PLATO	GRAPH		1 FTS		UDEL	INTER
ΔH	FA150	0×C	O¥ 405686	BUCK	aac ai	MN PLATO	GRAPH		1 FTS		UDEL	INTER
F 44	FA161	O#IC	0 ₱: 4 05686	BUCK	AAC AI	MN PLATO	GRAPH		1 FTS		UDEL	INTER
FAA	FA162	0+0	0k 405686	BUCK	AAC AI	MN PLATO	GRAPH		1 FTS		UDEL	INTER
FAA	FA163	(4.0	OK 405686	BUCK	AAC AI	MN PLATO	GRAPH		1 FTS		UDEL	INTER
EAA	FA164	0KC	OK 405686	BUCK	AAC A	OMN PLATO	GRAPH		1 FTS		UDEL	INTER
FAA	FA165	OKC	OK 405686	BUCK.	AAC AI	OMN PLATO	GRAPH	SYNC	1 FTS		UDEL	INTER
FAA	FA166	0FC	OK 405686	BUCK	AAC AI	OMN PLATO	GRAPH	SYNC	1 FTS		UDEL	INTER
FAA	FA167	340	OK. 405686	B UCK	AAC AI	MN PLATO	GRAPH	SYNC	1 FTS		UDEL	INTER
FAA	FA168	OKC	OK 405686	BUCK	AAC A	OMN PLATO	GRAPH	SYNC	1 FTS		UDEL	INTER
FAA	FA169	OH C	OK 405586	BUCK	AAC AI	MN PLATO	GRAPH	SYNC	1 FTS		U DE L.	INTER
FAA	FA170	OKC	OY: 405686	BUCK	AAC AI	OMN PLATO	GRAPH	SYNC	1 FTS		UDEL	INTER

FEDERAL AVIATION ADMINISTRATION

TERMINAL LOCATIONS

ADMIN	NAC 1D	CITY	OCAT ST	ION ACEX	CONTACT		GENCY PROG			erminal Model		NDV TV	CIRCUIT PE SPEED	 resol Cntr	 THAF TYPE
FAA	FA171	0KC	0K	405686	BUCK	AAC	admin	PLATO	GRAPH		SYNC	1 FT	S	 UDEL	 INTER
FAA	FA172	0kC	0K	4056 86	BUCK	AAC	admn	PLAT0	GRAPH		SYNC	1 FT	'S	UDEL	INTER
FAA	FA173	O KC	0k	405686	BUCK	AAC	ADHN	PLAT0	GRAPH		SYNC	1 FT	'S	UDEL	1:-TEP
FAA	FA174	0KE	OK	405686	BUCK	AAC	admin	PLATO	GRAPH		SYNC	1 FT	'S	UDEL	INTER
FAA	FA175	O KC	OK	405686	BUCK	aac	ADMN	PLATO	GRAPH		SYNC	1 FT	S	UDEL	INTER
FAA	FA176	0kC	OK	405686	BUCK	AAC	admn	PLATO	GRAPH		SYNC	1 FT	S	UDEL	INTER
FAA	FA177	OKC	ЭK	405686	BUCK	aac	ADMN	PLATO	GRAPH		SYNC	1 FT	S	UDEL	INTER
FAA	FA178	0kC	OK.	4056 85	BUCK	AAC	ADMIN	PLATO	Graph		SYNE	1 FT	s	UDEL	INTER
FAA	FA179	OKC	Ok	405686	BUCK	HÄC	ADMN	PLATO	GRAPH		SYNC	1 FT	S	UDEL	INTER
FAA	FA130	OKC	0K	405686	BUCK	AAI.	ADMN	PLATO	GRAPH		SYNC	1 FT	S	UDEL	INTER
FAA	FA181	BATTLECRI	(MI	613963	BUCK	F1F0	ADMN	PLATŪ	GRAPH		SYNC	1 FT	S	UDEL	INTER
FAA	FA152	MINNEA	MN	612728	BUCK	FIFO	ADMN	PLATO	GRAPH		SYNC	1 FT	S	UDEL	INTEK
FAA	FA183	ATLANTOTY	/ NJ	509641	BUCK	FIF0	ADMN	PLATO	GRAPH		SYNO	1 FT	S	UDEL	INTER
FAA	FA184	SEATTLE	WA	206767	BUCK	FIFû	ADMN	PLATO	GRAPH		SYNC	1 FT	s	UDEL	INTER
FAA	FA185	L.ANGELES	CA	213536	BUCK	FIFO	ADMN	PLATO	GRAPH		SYNC	1 FT	s	UDEL	INTER

FEDERAL HIGHWAY ADMINISTRATION

TERMINAL LOCATIONS

ADMI	NAC V ID	CITY		TON ACEX	CONTACT		GENCY PROG		ERMINA MODEL				CIRCUIT SPEED		DURCE HOST	traf Type
FHWA	FH001	DENVER	æ	303623	WILLEY	CNTR	DFC	 RJE	U9300	SYNC	1	LPP	9600	 TCC	4 4 70	BATCH
FHWA	EH001	DENVER	CO	303623	WILLEY	CNTR	DTC	GRAPH	T4014	ASYN	1	FTS	1200	TCC	A470	INTER
FHWA	FHU03	DENVER	00	303623	WILLEY	CMTR	DTC	AN	VT132	ASYN	3	FTS	1200	TCC	A470	INTER
FHHA	FH004	VANCOUVER	WA	206696	WILLEY	CNTR	DTC	R.Æ	U9300	SYNU	1	LPP	9600	THE	A470	BATCH
FHNA	FH005	VANCOUVER	₩Α	206696	WILLEY	CNTS	этс	GRAFH	T4014	ASYN	1	FTS	1200	TCC	A470	INTER
FHHA	FH006	VANCOUVER	WA	206696	MILLEY	CNTR	DTC	AN	VT132	ASYN	3	FTS	1200	TCC	6 47 0	INTER
FHNA	FHQQ7	ARL INGTON	VA	70 3597	MILLEY	CNTF	910	RJE	09 300	SYNC	1	LPP	9600	TCC	64 7	БаТСН
FHWA	FH008	ARLINGTON	VA	703597	WILLEY	CNTR	DIC	GRAPH	T4014	ASYN	1	FTS	1200	TCC	A4 70	инк
FHWA	EHŰŰĸ	ARL INGTON	VÁ	763 597	HILLEY	ENTR	OTC	AN	VT132	ASYN	4	FTS	1200	TCC	A47 0	INTER
FHWA	÷н010	MILEAN	VA	703821	MILLEY	MA	F&D	RÆ	U9300	ASYN	1	LPP	9600	100	447 0	ватен
FHWA	F#011	ALBANY	NY	518472	MITTEA	RG1	FMIS	AN		ASYN	1	VAN	1200	166	A470	INTEG
f HWA	FH012	HARTFORD	(T	203244	MILLEY	DIA	FMIS	AN		ASYN	1	VAN	1200	TCC	A4~(ENTER
FHWA	FH012	TRENTON	NJ	609724	MILLEY	DIV	FMIS	an		ASYN	1	VAN	1200	100	A470	INTER
FHWA	FH()]4	MUNTPEL	۷Ť	802223	MILLEY	DIV	FMIS	AN		ASYN	1	VAN	1200	TCC	A4 70	INTER
FHWA	FH015	AUGUS TA	ME	207522	MILLEY .	DIA	FMIS	AN		asyn	i	VAN	1200	100	A470	INTE
FHWA	FH016	al Bany	NY	518472 (HILLEY	ŪΙV	FMIS	AN		ASYN	1	VAN	12(#)	Tee	A470	INTER
FHIJA	FH017	BOSTON	MA 4	617223	NILLE?	DIV .	FMIS	AN		ASYN	t	VAN	1200	TCC	A470	INTER
FHMA	FH015 (HATOREY	PR (617223	AILLEY	ויוע	FM1S	AN		asyn	1 '	/AN	1200	TCC	A470	INTES
FHMA	FH019 (CONCORD	NH (603224 (AILLEY	DIV	FMIS	AN		asyn	1	VAN	1200	100	A 4 70	INTER
FHMA	FH020 (PROVID	PI 4	401528 i	NILLEY .	DIV	FMIS	AN	ı	asyn	1 '	/AN	1200	TCC i	A4 70	INTER

FEDERAL HIGHWAY ADMINISTRATION

TERMINAL LOCATIONS

ADMI	NAC N ID	CITY	OCAT ST	ACEX	CONTACT	0FF	AGENCY PROG		TERMINAL MODEL		NDV		CIRCUIT SPEED		PESO ATM	OPCE HOST	18AF TYPE
FHNA	FH021	BALTIMOR	E MD				FMIS	S AN		ASYN	1	VAN	1200	·•	700	A470	
FHHA	FH022	DOVER	DE	302678	WILLEY	DIV	FMIS	S AN		ASYN	1	VAN	1200		TEE	A470	THIEF
FINA	FH023	HARRISBR	G PA	717787	WILLEY	DIV	FMIS	AN AN	•	ASYN	1	VAN	1200		TCC	A470	INTER
FH W A	FH024	WASH	DC	202557	WILLEY	HDOT	T FMIS	AN AN	•	ASYN	i	VAN	1200		100	A470	:::Er
FHWA	FH025	RICHMOND	VA	804222	WILLEY	DIA	FMIS	AN AN	4	ASYN	1	VAN	1200		100	£4711	ltiles
FHWA	FH026	BALTIMORE	E MD	301679	WILLEY	DIV	FMIS	AN	f	ASYN	1	VAN	1200		100	44 79	IN't
FHWA	FH027	CHRESTWN	₩V	304343	MILTEA	DIV	FMIS	AN	f	ASYN	1	VAN	1200		T00	A470	INTER
FHWA	FH028	ATLANTA	GA	404459	MILLEY	RG4	FMIS	AN	A	ISYN	1	VAN	1200		TOO	A470	Nites
FHNA	FH029	MÜNTÜMRY	AL	205258	WILLEY	RG4	FMIS	AN	A	4SYN	1	VAN	1200		100	<u>ب</u> ۲47	THEE
FHWA	FH030	Jackson	MS	601969	WILLEY	RG4	FMIS	AN	A	SYN	1	VAN	1200		TCC	<u>A</u> 47.ji	MG
FHNA	FH031	TALLA	FL	904576	WILLEY	RG4	FMIS	AN	A	SYN	1 '	VAN	1200		700	H4 1)	[N] -
FHWA	FH032	RALEIGH	NC	91 99 34	WILLEY	RG4	FMIS	AN	А	SYN	1 4	/AN	1200		100	<u> </u>	197 %
FHWA	FH033 (atlanta	GA	404881	WILLEY	RG4	FMIS	AN	A:	SYN	1 \	/AN	1200		TCC	A4 70	in_Er
FHNA	FH034	COLUMBIA	SC	903794	WILLEY	RG4	FMIS	AN	A	SYN	1 %	/AN	1200		ree	44 <i>7</i> 0	INFE»
FHHA	FH035 F	Frankfort	KY !	502227 (WILLEY -	RG4	FMIS	AN	AS	5YN	1 V	'AH	1200		100	44 ⁻⁷ 0	200
FHWA	FH036 1	NASHVILLE	TN (615327 (HILLEY	RG4	FMIS	AN	AS	SYN	1 4	'AN	1200		100	470	.1'1Ē"
FHMA	FH037 H	KOMEWOOD	IL :	312798 (MILLEY	RG5	FMIS	AN	AS	SYN	1 \	AN	1200		TCC :	54 7 <u>(</u> .	MUER.
FHNA	FH038 5	PRINGFLD	IL 2	21 <i>7</i> 525 V	ILLEY	DIV	FMIS	AN	AS	SYN	1 V	AN	1200		TCC - 6	447 0	1
FHWA	FHC39 1	NDIAN	IN 3	317247 (ILLEY	VIO	FMIS	AN	AS	YN	ı V	Ail	1200		TCC /	14 70	410
FHMA	FH040 L	ANSING	MI S	517321 W	IILLEY	DIV	FMIS	AN	AS	SYN	1 V	AH	1200		TOO A	47 0	INTE

FEDERAL HIGHWAY ADMINISTRATION

TERMINAL LOCATIONS

A[IM]A	NÁL I [B	i CITY	LOCA1 91	TION F ACEX	CONTACT		AGENCY PROG		TERMINAL IN MODEL SYN		DV		CIRCUIT SPEED		WerE HOST	TR4F TVFs
FHNA	FHOST	STPAUL	M	l 5122 24	MILLEY	VIO	FMIS	AN	ASY	/N	1	VAN	1200	 TEC	A470	1475
r HMA	FH(43	COLUMBUS	3 DH	614237	WILLEY	עום	FMIS	. AN	ASY	'N	1	VAN	1200	7 00	A470	INTER
FHWA	FH043	MADISON	WI	608244	WILLEY	υIΛ	FMI3	AN	ASY	'N	1	VAN	1200	TCC	A4 76	INTER
FHWA	FH044	FT₩RTH	ΤX	817624	WILLEY	RG5	FMIS	AN	ASY	'N	1	VAN	1200	TCC	A470	::.TER
FHWA	FH045	LITTLERO	K AR	501374	WILLEY	DIV	FMIS	AN	ASY	N	1	VAN	1200	TCE	A4~0	1,721
FHMA	FH046	BATONRGE	LA	504355	WILLEY	DIA	FMIS	AN	ASY	N	1	VAN	1200	TCE	A470	iNIE
FHMA	FH047	SANTEFE	NM	505471	WILLEY	DIV	FMIS	AN	ASY	N	1	VAN	1200	100	A470	MATE
FHWA	FH048	@AK.CITY	Ū¥.	405231	WILLEY	VIO	FMIS	AN	ASY	N	1	VAN	1200	TCC	∆47 ⊕	11. 14
FHAA	£ніј 4 9	AUSTIN	ΤX	512478	WILLEY	עוַם	FMIS	AN	ASY	N	1	VAN	1200	TCC	A470	INTER
FHHA	FP,050	KNSCITY	0 K .	512478	WILLEY	DIV	FMIS	AN	ASY	N	1	VAN	1200	TCC	A4 '-)	INTER
FHWF	FH051	AMES	IA	515233	WILLEY	DIA	FMIS	AN	ASYI	N .	1 '	VAN	1200	100	A475	IN*+ ₹
^c Hwê	EH052	TOPEKA	KS	913295	WILLEY	UIV	FMIS	AN	ASYI	١ :	۱ ۱	VAN	1200	TCC	A4 70	INTER
FHWA	500HP	TUPEKA	KS.	314751	MILLEY	DIV	FMIS	AN	ASYI	N :	i١	VAN	1200	TCC	A470	INTER
FHWA	FH054	LINCOLN	NB	402471	WILLEY	DIV	FMIS	AN	ASY	N 1	۱ ۱	VAN	1200	TCC	A47(-	MER
CHWA	5H035	DENVER	00	303837	MILLEY	RG8	FMIS	AN	ASYN	l 1	lV	/AN	1200	TCC	A47 (i	Indea
FHWA	FH956	DENVER	Ċ0	303327	WILLEY	DIV	FMIS	AN	ASYN	ŧ 1	1	/AN	1200	100	A 476	iNfE
FHWA	FH057	FIERRE	SD	605224	WILLEY	DIV	FMIS	AN	ASYN	1 1	٧	AN	1200	TCC	A470	INTER
FHiiA	FH0 5 8	SALTLAKE	UT	801524	MILLEY	DIV	FMIS	AN	ASYN	i	٧	/AN	1200	TCC	A470	Inter
		BISMARK		701223		DIV	FMIS	AN	ASYN	1	٧	'AN	1200	TCC	A 47 0	INTER
FHMA	FH060 I	CHEYENNE	WY	307638	WILLEY	DIV	FNIS	AN	ASYN	1	٧	AN	1200	TCL	A470	INTER

FEDERAL HIGHWAY ADMINISTRATION

TERMINAL LOCATIONS

ADMIN	NAC ID	CITY LOC		ION ACEX	CONTACT		GENCY PROG		TERMINAL MODEL		NDV		CIRCUIT SPEED	reso Cntr		TPAF TYPE
FHHA	FH061	SANFRAN	CA	415876	MILLEY	DIV	FMIS	AN		ASYN	1	VAN	1200	TCC	A4 70	INTER
FHMA	FH062	PHOENIX	ΑZ	602261	WILLEY	DIV	FMIS	AN		asyn	1	VAN	1200	TOC	A470	INTER
FHNA	FH063	SACRAMNTO	CA	916927	WILLEY	PIV	FMIS	AN		ASYN	1	VAN	1200	100	A4 70	INTER
F HIMA	FH064	HONOLULU	н	80 85 26	WILLEY	VIG	FMIS	AN		ASYN	1	VAN	1200	TCC	A470	INTER
FHMA	FH065	CARSONCTY	ΝV	70 28 85	WILLEY	DIV	FMIS	AN		ASYN	1	VAN	1200	100	A4.70	IN-EF
FHWA	FH066	PORTLAND	OR	503648	WILLEY	RG10	FMIS	AN		4SYN	1	VAN	1200	TOO	4470	TALE:
FHNA	FH067	JUNEAU	AK	907789	WILLEY	VIÚ	FMIS	AN		ASYN	1	VAN	1200	TCC	A470	1 ITER
FHWA	FH048	BOISE	ID	208384	WILLEY	DIV	FMIS	AN		ASYN	1	VAN	1200	TCC	A410	INTER
FHWA	FH069	SALEM	OR	503581	WILI.EY	DIV	FMIS	4N		ASYN	1	VAN	1200	TCC	H-10	14720
FHWA	FH070	OLYMPIA	WA	206753	WILLEY	DIV	FMIS	AN		ASYN	1	VAN	1200	700	4470	INTER
FHWA	FHG71	ARLINGTON	VA	703557	WILLEY	RG15	FMIS	AN		ASYN	1	VAN	1200	TCC	A470	IN EF
FHWA	FH972	WASH	DC	202 4 26	WILLEY	HDQT	FMIS	AN		ASYN	5	CABL	1200	TCC	A470	PARE
FHMA	FH073	WASH	200	202426	WILLEY	HDQT	BMCS	AN	ADM42	ASYN	1	CABL	1200	101	A47()	INTE
FHWA	FH074	ALBANY	NY	518427	WILLEY	RG1	MCSI	AN	ADM42	ASYN	i	VAN	1200	TCC	-47 0	IN En
FHWA	FH075	atlanta	ĠΑ	404469	WILLEY .	RG4	MCSI	AN	ADM42	asyn	1	VAN	1200	1)1	A470	Islie
FHWA	FH076	atlanta	IL	312798	WILLEY	RG5	MCSI	AN	ADM42	ASYN	1	VAN	1200	700	A4 10	HILLE
FHWA	FH077	FTWRTH	ΤX	817624	HILLEY	RG6	MCSI	AN	ADM42	ASYN	1	VAN	1200	TCC	647 <u>0</u>	14.70
FHMA	FH078	DENVER	60	30332 7	WILLEY	RG8	MCSI	AN	ADM42	asyn	1	VAN	1200	TOO	6 4 70	4
FHWA	FH079	PORTLAND	OR	503648	WILLEY	RG10	MCSI	AN	ADM42	ASYN	1	VAN	1200	TCC	4470	
FHNA	FH080	ARLINGTON	VA	703557	HILLEY	RG15	MCSI	AN	ADM42	ASYN	1	VAN	1200	TCC	A470	p.t.s

FEDERAL HIGHWAY ADMINISTRATION

TERMINAL LOCATIONS

NAC		LOCATION	CONTACT	A	GENCY INF	1	TERMINAL INF	CIRCUIT	INF	RESO	URCE	THÁF
ADMIN ID	CITY	ST ACEX		0FF	PROG APPL	TYPE	MODEL SYNC NOV	. ,	68A-10	CNTR	HOST	TVPE
		10RE MD 301962		RG3	MCSI	AN	ADM42 ASYN 1	VAN 1200		TCC	A470	INTER

FEDERAL RAILROAD ADMINISTRATION

TERMINAL LOCATIONS

APHIN	NAC ID	CITY	LOCATION ST ACEX	CONTACT		GENCY INF PROG APPL		ERMINAL MODEL		NDV		IRCUIT SPEED	INF GSA-ID	RESOL ENTR		TRUE TYPE
FRA	FROO!	WASH	DC 202426	FINKELSTEIN	төшн	RS	ĭΡ	AJ832	asyn	1	LD	300		BOEIN	13033	INTER
FRA	FR(m)2	HEAM	BC 202426	FINKELSTEIN	HDQT	RG	ΤP	AJ832	ASYN	1	LD	300		BÛEIN	13033	INTER
FRA	FR003	WASH	EM 202426	FINKELSTEIN	HDQT	RS	TP	AJ832	asyn	1	LD	300		BOEIN	13033	INTER
FŘH	FRQ04	WASH	DC 202426	FINKELSTEIN	HDQT	RS	AN	V203	ASYN	1	LŪ	300		POEIN	13033	MTEA
FRA	FR005	WASH	DC 202426	FINKELSTEIN	HDQT	PS	TP	T1700	ASYN	1	LD	300		BOEIN	13033	EATOH
FRA	FR(M)6	HersH	DC 202426	FINKELSTEIN	HDQT	R5	TP	7170 0	ASYN	1	ΓÚ	300		ECEIN	13033	Ballet
FRA	F5007	MASH	DC 202426	FINKELSTEIN	нБот	RS	AN	T4013	ASYN	1	LD	1200		BOEIN	13033	ÜÑHPH
FRA	FROOG	WASH	DC 202426	CHIN	HIGT	POL	RJE	D100	SYNC	1	LPP	4800		BOEIN	13033	MATER
FFA	FR009	WASH	DC 202426	CHIN	HDQT	FOL	RJE	D100	SYNE	1	LPF	4800		INFOR	13033	EATER
FRA	FR010	WASH	DC 202426	CHIN	HDQT	POL	TP	AJ860	ASYN	1	LD	300		EGEIN	13033	Pelah
FPA	FR011	WASH	DC 201426	CHIN	наот	POL	ŢΡ	AJ860	ASYN	1	LĹ	300		INFOR		I. LEE
FRA	FR012	HEAH	DC 302426	CHIN	HLQT	POL	TP	T1700	asy n	1	LD	1200		BOEIN	13033	INTER
FRA	FR013	WASH	DC 202426	CHIN	HDGT	POL	TP	T1700	ASYN	1	LD	1200		INFOR		iv.Er
FR4	FR014	HASH	DC 202 4 26	CHIN	HDQT	FOI.	AN	T4015	ASYN	1	LD LD	1200 1200			13033 1 3 033	Jeafh Geala
FRA	FR015	HEAN	DC 202 42 6	CHIN	HDQT	PCL	AN	T 4 027	ASYN	1	LD LD	1200 1200		BOEIN INFOR	13033	્દ્રાફેદ્દેશ પુર્ક ફો મિ
FRA	FR016	WASH	DC 202 426	LIFSKY	HDQT	FA	TP	AJ860	ASYN	1	LD	300		TYMSH	1370	A****
FRA	FR017	HASH	DC 202426	MINTON	HDQT	admn acct	TF	EXEC	ASYN	t	LD	300		CS.	UNTIE	
FRA	FR018	HASH	DC 202 42 6	COCHRAN	HDQT	ADMN PROC	AN	D3000	asyn	1	LD	1200		ADP	DECT	: .
FRA	FR019	HASH	DC 202426	COCHRAN	HDQT	ADMN PROC	AN	D3000	ASYN	1	LD	1200		ADP	DEC 1	l' i
FRA	FR/)20	PUEBLO	00 215026	HAAS	TTC	ADMN TEST	AN	HVIP	SYNC	16	CABL	2400		TIC	H660	

NATIONAL HIGHWAY TRAFFIC & SAFETY ADMINISTRATION

TERMINAL LOCATIONS

almin		CITY	LUCATION ST ACEX	CONTACT	01	AGEN F PR	ICY INF OG APPL	7	TERMI YPE NOD	nal i Elsy	NF NC NDV	TVPS	CIRCUIT	INF		iliku E	
			GE MA \$17494		RE	1 RD	FARS	Ţ		II AS		 LD	300		CNTE		
		atlanta	GA 404881	WITT	Rö	4 RD	FARS	TI		I ASY		LD	300		INFOR		· - -
		CHTCAGO	IL 312756		RG	5 RD	FARS	TF		I ASY					INFOR		
			00 303234	WITT	RGS	RD	FARS	TP			-	-	300		INFOR	1370	PATER
NHTSA N			CA 415556	WITT	869	RD	FARS	TP				-	300		INFOR	1370	INTER
MHTSA N	410e S	EATTLE	WA 206442	WITT	RG1	0 R D	FARS	ΤP	DECII				300		INFOR	1370	inter
NHTSA MI	1107 W	HITEFLNS	NY 914761 I	TTI	FG2	RD	FARS	 TP				•	300		INFOR	376	INTER
NHTEA NH	108 F.	INTHICUM	MD 301796 N	NITT	RG3	RD	FARS	ŢP	DECIT			[i	300		INF(#	370	INTER
MHTSA NH	lig El	Mr.14	TX 817334 W	111	RG&	RN	FARS	,, 41	DECII		1 11	D	300		INFOR I	370	INTER
NHTSA NH;	10 KN	SCHY	MO 816926 W	117	RG7		FARS		DECII		1 1.1)	300		INFOR I	370	INTER
NEDSA NED	01 SA	CRAMNTO	(A 916443 W)	ITT	FLD		FARS	4T	DECII		1 13		306		INFOR I	70	INTER
NHTSA NIC	02 DEN	VVER (10 303623 WI	ΤΤ	FLO		FARS	TP	DECII 4		1 LD		300		INFOR 13	70	INTER
NHTSA NH2	3 ATL	ANTA G	ia 404881 WI	īŗ	FLD			TP	DECII A		1 LD		300		INFOR 13	?o	INTER
Ni-18A NH20	H SPF	INGFLD I	L 217753 WI	Γτ	FLD 1		'ARS	TP -	DECII A		1 LD		360]	INFOR 13	20	INTER
NETSA NH20			H 603224 WIT		FLD F	_	ARS	TP	DECII A	SYN	1 LD	3	800	1	NFOR 137	' 0	INTER
NH156 NH20/	5 OLYM		4 206753 WIT	•	FLD R		ARS	ŢP	DECII AS	SYN	ı Li	3	ijO	ī	NFOR 137	Ò	BITEN
NHTSA NH207	MONT		. 206753 WIT		FLD R		irs	P P	DECII AS	YN	1 LD	36	3 0	11	FOR 137)]11°E4
NHTSA NH208			907789 WITT				R S	41	DECII AS	ΥN	1 WATS	n	ďj	IN	FOR 137()	IN'E:
VHTSA NH209	PHOEN		602257 WITT		FLO RI			TP 9T	DECII ASY	YN ;	1 WATS	30	0	IN	FOR 1370		INTE:
HTSA NH210	LITTL		501378 WITT		FLD RD			TP 1	DECII ASY	'N I	LD	300	()	INI	FOR 1370		INTER
			4411		FLD RD	FAR	'S	TP [ECII ASY	N 1	HATS	300)		FOR 1370		NTEF

NATIONAL HIGHWAY TRAFFIC & SAFETY ADMINISTRATION

TERMINAL LOCATIONS

ADMIN	NAC ID	CLLA FO		ION ACEX	CONTACT		GENCY PROG			erminal Model		NDV		TROUTT SPEED	 RESOL (NTR		Truar Typ <u>E</u>
NHTSA	NH211	WETHERFLD	CT	203244	WITT	FLD	RD	FARS	TP	DECTI	ASYN	1	WATS	300	INFOR	1370	pyrou.
NHTSA	NH212	DOVER	DE	302487	MITT	FLD	RD	FARS	TP	DECII	ASYN	i	WATS	366	INFOR	1370	INTER
NHTSA	NH213	WASH	DC	202426	TTIW	HDQT	RD	FARS	TP	DECII	ASYN	1	LD	300	INFOR	1979	IT TER
NHTSA	NH214	TALLA	FL	904224	WITT	FLD	RD	FARS	TP	DECII	ASYN	1	WAT5	360	INFOR	1370	NEE
NHTSA	NH215	HONOLULU	HI	80 854 6	WITT	FLD	RD	FARS	TP:	DECII	ASYN	1	WATS	300	INFOR	1370	INTE
NHT3A	NH216	BOISE	ID	208344	WITT	FLD	RD	FARS	TF	DECII	ASYN	1	LD	300	INFOR	1370	INTE
NHTSA	NH217	INDIAN	IN	208344	WITT	FLD	RD	FARS	TF	DELII	ASYN	1	LD	300	INFOR	13/0	INTE
NHTSA	NH218	DESMOINES	IA	515288	WITT	FLD	RD	FARS	TP	DECII	ASYN	1	LD	300	INFOR	(37:5	to ex
NHTSA	NH21°	TOPEKA	KS	913267	WITT	FLD	RD	FARS	TP	DECII	asyn	1	WATS	300	INFOR	1370	INTE
NHTSA	NH220	Frankfort	ΚY	50222 3	WITT	FLD	RD	FARS	TP	DECII	ASYN	i	LD	300	INFOR	I/79	INTER
NHTSA	NH221	BATONRGE	LA	504389	WITT	FLD	RD	FARS	TP	DECII	ASYN	1	WATS	30 0	INFOR	1370	INTER
NHTSA	NH222	AUGUSTA	ME	207622	WITT	FLD	RD	FARS	ΤP	DECII	ASYN	1	WATS	300	INFOR	1320	INTER
NHTSA	NH223	PIKESVLE	MD	301406	WITT	FLD	PD	FARS	TP	DECII	ASYN	1	WATS	300	INFOR	1370	BAER
NHTSA	NH224	BOSTUN	MA	617 4 51	WITT	FLD	RD	FARS	TP	DECII	ASYN	1	LD	300	INFOR	1370	INTER
NHTSA	NH225	LANSING	MI	517372	WITT .	FLD	RD	FARS	ΤP	DECII	ASYN	1	WATS	300	INFOR	1070	INT 6
NHTSA	NH226	STPAUL	MN	612339	WITT	FLD	RD	FARS	TP	DECII	asyn	1	LD	300	INFOR	1970	INTEL
NHTSA	NH227	JACKSON	MS	601969	WITT	FLD	RD	FAR5	TP	DECII	ASYN	1	WAT5	300	INFOR	1379	INTE
NHTSA	NH228	JEFFCITY	MO	314636	WITT	FLD	RD	FARS	TP	DECTI	ASYN	1	WATS	300	INFOR	1379	1
NHTSA	NH229	HELENA	MT	406449	WITT	FLD	RD	FARS	TΡ	DECII	ASYN	1	WAT:	∌00	INFOR	1370	INT.s
NHTSA	NH23 0	LINCOLN	PR	402471	HITT	FLD	RD	FARS	TP	DECII	ASYN	1	ha ts	300	INFOR	1370	Police

NATIONAL HIGHWAY TRAFFIC & SAFETY ADMINISTRATION

TERMINAL LOCATIONS

NAC LOCATION CONTAC ADMIN ID CITY ST ACEX	AGENCY INF OFF PROG APPL	TERMINAL INF CIRCUIT IN TYPE MODEL SYNC NOV TYPE SPEED GSI	THE POSITION TO THE PERSON OF
MHTSA NH231 CAHSNCITY NV 702885 WITT	FLD RD FARS	75	A-ID CNTR HUST TYPE
1913A NROBE TRENTON NO 609392 WITT	FLD RD FARS	TP DECLY Anim	INFOR 1370 INTER
HUTSA NH233 SANTEFE NH 505988 WITT	FLD RD FARS	300 July 1 Ly 300	INFOR 1370 INTER
MHTSA NECSA ALBANY NY 518445 HITT	Fig. 45	TP DECII ASYN 1 WATS 300	INFOR 1370 INTER
NHTSA NH235 RALEIGH - NC 919549 WITT	F. 5	TP DECII ASYN 1 LD 300	INFOR 137/1 INTER
NHISA NHESS BISMARY ND 701255 WITT	FLD RD FARS	TP DECILASYN 1 LD 300	INFOR 1 1770 INTER
Militar and a	FLD RD FARS	TP DECLEASYN 1 HATS 300	Throp con-
AH. YOU AND THE	FLD RD FARS	TP DECIL ASYN 1 LD 300	THEOR I .
No. 7 Co. Services	FLD RD FARS	TP DECIL ASYN 1 LD 300	INFOR 1.79 INTER
NHTSA NHETH SALEM OR 503378 WITT	FLD RD FARS	TP DECIT ACIAL	INFOR 1370 INTER
NHTSA NHL40 HARRISBRO PA 717782 WITT	FLD RD FARS	TP DECIL ACVAL	INFOR 1370 INTER
NHESA NH./41 SANTUREE - PR 717782 WITT	FLD RD FARS	TD 1507 1 WATS 300	INFOR 1076 INTER
MH794 NH242 PROVIENCE RT 401272 WITT	FLD RD FARS	2000 300	INFOR 1370 LYGEA
NE SA NHIA: COLUMBIA SC 803765 WITT	50.00	TP DECILASYN 1 LD 300	THEOR 1970 THEER
NHISA NHIMA PIERRE SD 605224 WITT	F1 *	TP DECIL ASYN 1 HATS 300	INFOR 1370 THIEF
UH734 NH245 NASHVILLE TN 615244 WITT	FLD RD FARS	TP DECII ASYN 1 LD 300	INFOR 1379 147:H
BITTE A ANDREAS -	FLD RD FARS	TP DECII ASYN 1 LD 300	TANCOD 1 73
W. ASELEO MILI	FLD RD FARS	TP DECLI ASYN 1 LD 300	Taron r.s
HTSA NH247 SALTLAKE UT 801364 WITT	FLD RD FARS	TP DECIL ASYN 1 LD 300	INFOR 1770 PATER
HTSA NH248 MONIPLR UT 802223 WITT	FLD RD FARS	TP DECIT ACVAL 4 MARS	INFOR 1370 INTER
HTSA NH249 RICHMOND VA 804348 WITT	FLD RD FARS	TP DECIT ACMS	INFOR 1970 INTER
ITSA NH250 CHRLSTHA WV 303343 WITT	FLD RD FARS	TP DECLI ACON	INFOR 1370 INTER
		" BECTT ASYN 1 WATS 300	INFOR 1370 TYTER

NATIONAL HIGHWAY TRAFFIC & SAFETY ADMINISTRATION

TERMINAL LOCATIONS

ADMIN	NAC ID	CITY	OCATI ST	ION ACEX	CONTACT		GENCY PROG			ERMINA MODEL	-				INF GSA-ID	RESOURCE CNTR HOST	TRHF TYPE
NHTSA	NH251	MADISON	WI	608251	WITT	FLD	RD	FARS	ΤP	DECII	ASYN	1	LD	306		INFOR 1370	INTER
NHTSA	NH252	CHEYENNE	WY	307779	TTIW	FLD	RD	FARS	TP	DECTI	ASYN	1	LD	300		INFOR 1070	INTER
NHTSA	NH 310	Kankakee	IL	815937	WITT	FLD	RD	NASS	TP	DECII	ASYN	1	WATS WATS	300 300		INFOR MAUTO	INTER BATCH
NHTSA	NH271	KINGSTON	NY	914331	WITT	FLD	RD	NASS	TP	DECTI	ASYN	1	WATS WATS	300 300		INFOR MAUTO	INTER BATCH
NHTSA	NH 268	ERIE	NY	81 445 3	WITT	FLD	RD	NASS	ΤP	DECH	asyn	1	VAN WATS	300 300		INFOR MAUTO	INTER BATCH
NHTSA	NH269	SPRINGFL	D PA	215544	WITT	FLD	RD	NASS	TP	DECII	ASYN	1	WATS WATS	300 300		inför Mauto	inier Batch
NHTSA	NH290	BERGEN	ЦИ	*****	WITT	FLD	RD	NASS	TP	DECII	ASYN	1	WATS WATS	300 300		INFOR MAUTO	INTER INTER
NHTSA	NH287	Lackawna	PA	*****	WITT	FLD	RD	NASS	TP	DECII	ASYN	1	WATS WATS	300 300		INFOR MAUTO	INTER BATCH
NHTSA	NH3t1	PHILA	PA	215597	WITT	FLD	RD	NASS	TP	DECII	ASYN	1	van Wats	300 300		INFOR MAUTO	BATCH PATCH
NHTSA	NH312	ALLISONP	k pa	412486	HITT	FLD	RD	NASS	ΤP	DECII	ASYN	1	WATS WATS	300 300		INFOR MAUTO	INTER Entith
NHTSA	NH291	RUTHERFR	D NC	70 42 87	WITT .	FLD	RD	NASS	ηp	DECTI	ASYN	1	WATS WATS	300 300		INFOR MAUTO	INTER BATCH
NHTSA	NH264	DALLAS	TX	214749	WITT	FLD	RD	NASS	TP	DECII	asyn	1	van Wats	300 300		INFOR MAUTO	INTER BATCH
NHTSA	NH292	DOUGLAS	NB	4 02 79 9	WITT	FLD	RD	NASS	ΤP	DECII	ASYN	1	WATS WATS	300 300		INFOR MAUTO	i H
NHTSA	NH293	CONCORD	CA	415687	WITT	FLD	RD	NASS	TP	DECII	asyn	1	WATS WATS	300 300		INFOR MAUTO	INT FATCH

NATIONAL HIGHWAY TRAFFIC & SAFETY ADMINISTRATION

TERMINAL LOCATIONS

ADMITE	NAL		CATION ST ACEX	CONTACT	AC OFF	ENCY			ERMINAL		NDU		CIRCUIT	INF GSA-ID	RESOUR	_	TRAF TYPE
ADMIN	11. 	CITY			urr		MFFL			31MC				094-10	CNIN F	1031 	
NHTSA	NH317	EDENBURG	TX 512383	WITT	FLD	RD	NASS	ΤP	DECII	ASYN	1	WATS	300		INFOR		INTER
												WATS	300		MAUTO		BATCH
NHTSA	NH318	SEATTLE	WA 206442	WITT	RG10	RD	NASS	TP	DECII	ASYN	1	VAN	300		INFOR		INTER
												WATS	300		MAUTO		BATCH
NH15A	NH 262	BLMNGTON	IN 812332	WITT	ZNA	RD	NASS	TP	DECII	ASYN	1	WATS			INFOR		INTER
												WATS	300		MAUTO		HCTA8
NHTSA	NH263	BUFFALO	NY 716842	HITT	ZNB	RD	NASS	TP	DECII	ASYN	1	VAN	300		INFOR		INTER
												WATS	300		MAUTO		BATCH
NHTSA	NH274	SAIN ANTON	TX 512227	WITT	ZNC	RD	NASS	TP	DECII	ASYN	1	VAN	300		INFOR		INTER
												WATS	300		MAUTO		PHTCH
NHTSA	NH275	DOWNY	CA 213923	WITT	ZND	RD	NASS	TP	DECII	ASYN	1	WATS	300		INFOR		INTER
												WATS	300		MAUT0		BATCH
NHTSA	NH285	ChICAGO	IL 312 35 3	WITT	FLD	RD	NASS	TP	DECII	ASYN	1	VAN	300		INFOR		INTER
												WATS	300		MAUTO		PATCH
NHTSA	NH261	WASH	DC 202426	WITT	HDQT	RD	NASS	TP	DECII	ASYN	1	LD	300		INFOR		INTER
												LD	300		MAUTO		BATCH
NHTSA	N H270	MUSKEGON	MI 616722	: WITT	FLD	RD	NASS	TP	DECII	ASYN	1	WATS	300		INFOR		INTER
												WATS	300		MAUTO		64TCH
NHTSA	NH287	STLOUIS	MO 314231	WITT	FLD	RD	NASS	TP	DECII	ASYN	1	VAN	300		INFOR		INTER
				•								WATS	300		MAUTO		BATCH
NHTSA	NH298	GENESSEE	MI 313640	WITT	FLD	RD	NASS	TP	DECII	ASYN	1	WATS	300		INFOR		INTER
												WATS	300		MAUTO		BATCH
NHITSA	NH286	STUOSEPH	MI 616983	WITT	FLD	RD	NASS	TP	DECII	ASYN	1	WATS			INFOR		INTER
												WATS	300		MAUTO		BATCH
NHTSA	NH309	MERLVLE	IN 219769	HITT	FLD	RD	NASS	TP	DECII	ASYN	1	WATS	300		INFOR		INTER
												WATS	300		MAUTO		BATCH

NATIONAL HIGHMAY TRAFFIC & SAFETY ADMINISTRATION

TERMINAL LOCATIONS

ADMIN	NAC ID	CITY	LOCAT ST	ION ACEX	CONTACT		GENCY PROG			TERMINAL MODEL		NDV		IRCUIT PEED	resource Cntr Host	TRAF TYPE
NHTSA	NH294	GILP10	CO	*****	WITT	FLD	RD	NASS	TP	DECII	asyn	1	WATS WATS	300 300	INFOR MAUTO	inter Batch
NHTCA	NH295	YUMA	AZ	602782	WITT	FLD	RD	NASS	ΤP	DECII	ASYN	1	WATS WATS	300 300	INFOR MAUTO	LATER BATCH
NHTSA	NH 315	ALBR0	NM	505958	WITT	FLD	RD	NASS	TP	DECII	ASYN	1	van Nats	300 300	infor Mauto	inter eath
NHTSA	NH316	STURGES	s sd	605347	WITT	FLD	RD	NASS	TP	DECII	asyn	1	WATS WATS	300 300	INFOR MAUTO	.I. ВА н
NHTSA	NH3 13	90714	NY	518377	WITT	FLD	RD	NASS	TP	DECTI	ASYN	1	WATS WATS	300 300	INFOR MAUTO	INTLE BATCH
NHTSA	NH 267	FTLAUDE	R FL	305463	WITT	FLD	RD	NASS	TF	DEC11	asyn	1	van Wats	300 200	INFOR MAUTO	INTER BATCH
NHTSA	NH265	MONTEVA	alo al	205665	WITT	FLD	RD	NASS	TP	DECTI	asyn	1	HATS HATS	300 300	INFOR MAUTO	INVER BATCH
NHTSA	∂H26&	MONTECE	LO AR	501367	WITT	FLD	RD	NASS	TP	DECII	asyn	1	HATS HATS	300 300	INFOR MAUTO	INTER EATCH
NHTSA	NH359	MTVERNU	IN WA	501367	WITT	FLD	RD	NASS	ΤP	DECII	ASYN	1	WATS	300 300	INFOR MAUTO	ENTER BATCH
NHTSA	NH314	NORTHPR	RT AL	205752	WITT .	FLD	RD	NASS	ΤP	DECII	ASYN	i	WATS WATS	30 0	INFOR MAUTO	inter Batch
NHTSA	NH446	RUFF4L0) NY	716842		FLD	RD		RJE	HR160	SYNC	1	LP	2400	CALSF	BATCH
NHTSA	NH447	WASH	DC	202426	CLARKE	HDQT	RD	ENG	AN	HR160	ASYN	1	LD	1200	Œ	INSER
NHT5A	NH443	HA SH	DC.	202426	KANIATHRA	HDQ1	RD	ENG	AN	HR160	asyn	1	LD	1200	MAUTO	11
NHTSA	NH449	HZAW	00	202428	HAINES	HDQ1	RD	DPR	AN	VT100	asyn	1	LD	1200	TYMSH	INTÉ
NHTSA	NH450	MUSH	90	202426	HAINES	HDQT	RD	DFR	TP	V1100	ASYN	ı	LD.	300	TYMSH	(N) E:

NATIONAL HIGHWAY TRAFFIC & SAFETY ADMINISTRATION

TERMINAL LOCATIONS

TIME PERIOD: 1981

ADMIN	NAC ID	CDY	LOCATION ST ACEX	CONTACT		gency Prog			ERMINA MODEL		(NDV TYPE	TROUIT	RESOURCE CNTR HOST	TRAF T/FE
NHTSA	NE451	WASH	EC 202426	00ETTE	HDQT	RD	FUELS	PORT	C1203	ASYN	2 MISC	200	 MISC	INTER
NHTSA	NH452	WASH	BC 202 42 6	GOETTE	HDQT	RD	TEST	PORT	T17 4 5	ASYN	3 MISC	300	MISC	INTER
NHTCH	NH453	WASH	DC 102 4 26	60ETTE	HDQT	£D	TEST	PORT	T1765	ASYN	3 MISC	300	W13C	INTER
MH*94	NH454	HÊĤH	EC 202 42 6	EISEMANN	HDQT	RD		AN	V 203	ASYN	1 LD	300	INFOR	INTET
чнт5А	NH4 .5	WASH	₽C 202 426	LOMBARDO	HDQT	RD		PORT	T1765	ASYN	3 MISC	300	MISC	INTER
Neisch	NHO4.	WASH	DC 202426	WITT	HDQT	RD	AID	TP		ASYN	1 LD	300	INFOR	INTER
AETHA	NHO44	WASH	DC 202426	WITT	HDQT	RD	AID	TP		ASYN	1 LD	300	INFOR	INTER
NHTHA	NHC46	назн	DC 202426	WITT	HDQT	RD	AID	ŢΡ		ASYN	1 LD	300	INFOR	INTER
NHT -	Maria -	НЗАН	i 202426	TIIW	HDQT	RD	AID	TP		ASYN	1 LD	300	INFOR	INTER
NHT'4	NHO43	WASH	DC 202426	WITT	HIQT	RŊ	AID	TP		ASYN	1 LD	300	INFOR	INTER
NHTSA	NH= ,4	ы45 н	DC 202 4 26	WITT	HDQT	FD	AID	ŢΡ		ASYN	1 LD	300	INFOR	INTER
NHTSA	M Hogo	HEAW	DC 202426	WITT	HDQT	RD	IMD	AN	ADM3A	ASYN	1 LD	300	INFOR	INTER
NHTER	NHORS	HASH	DC 202426	WITT	HDOT	RD	IMD	AN	ADM3A	ASYN	i LD	300	INFOR	INTER
NHT :/4	NH n	HASH	DC 202426	HITT	HDQT	RD	IMD	AN	ADM3A	ASYN	1 LD	300	INFOR	INTER
NHTSA	NH001	HASH	DC 202426	. TTI	HEQT	RD	IMD	AN	ADM3A	asyn	1 LD	300	INFOR	INTER
NHTSA	NHC12	#ASH	DC 202426	HITT	HDOT	ńΝ	IMD	AN	TK401	asyn	1 LĐ	300	INFOR	INTER
NHT5A I	NH(+1-7	HASH	DC 202426	NITT	HDQT	RD	IMD	ΤP	AJ630	asyn	1 LD	300	INFOR	INTER
MHTSA !	NHO23	MASH	DC 202426 (WETT	HDQT	RD	IMD	TP	AJ630	ASYN	i LD	300	INFOR	INTER
NHT9A	NHC +	MASH	DC 202426 (ידוו	HDCT	RD	IMD	TP	A J630	ASYN	1 LD	300	INFOR	IN*ER
nhtsa i	MHURS I	₩A∵H	DC 202426 (HITT	HDQT	RD	IMD	TP	AJ630 (ASYN	1 LD	300	INFOR	INTER

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NATIONAL HIGHWAY TRAFFIC & SAFETY ADMINISTRATION

TERMINAL LOCATIONS

ADMIN	NAC 10	CITY	LOCATION ST ACEX	CONTACT		GENCY Prog			TERMINAL MODEL		NDV		CIRCUIT SPEED	-	RESOL CNTR		TFAF T "T
NHTSA	NH0:5	WASH	DC 202426	WITT	HDQT	RD	IMD	TF	ADM3A	ASYN	1	LD	300		INFOR		INTL
AHTSA	NHPLEE	неан	DC 20 24 26	WITT	HDQT	RD	IMD	TP	ADM3A	asyn	1	LD	300		INFOR		INTER
A)THM	NH(₩3	HEAW	DC 202426	WITT	HDOT	RD	IMD	TP	admsa	asyn	1	ΓĐ	300		INFOR		IMIEC
NHTSA	N HC.20	MASH	DC 202426	WITT	HDQT	SD	IMD	TP	ADMSA	asyn	i	LD	300		INFOR		INICE
NH TSA	NHOUS	HA SH	DC 202426	WITT	HDQT	RD	IMD	ΤP	ADM3A	asyn	1	LD	30 0		INFOR		INTER
APTH N	NH013	WASH	DC 202426	WITT	HDQT	RD	MAD	ΤP	ADM3A	ASYN	1	LD	300		INFOR		INTER
NHT94	NH022	HASH	DC 202426	WITT	HDQT	RD	MAD	ΤP	ALM3A	ASYN	1	LD	300		INFOR		INTER
NHT5A	NHC23	HEAH	00 202426	WITT	HDQT	RD	MAD	ŢΡ	AJ630	ASYN	1	LD	300		INFOR		INTER
NHTSA	NH025	₩AŞH	DC 202426	WITT	HDOT	RD	MAD	AN	adm3a	asyn	1	LD	30û		INFOR		INTER
NHT54	MH(-29	HASH	DC 202 42 6	WITT	HDQT	RD	MAD	AN	ADM3A	asyn	1	LD	300		INFOR		INTER
NHTSA	NH 420	WASH	DC 202426	TTIW	HDQT	RD	MAD	AN	ADM3A	ASYN	1	LD	300		INFOR		INTER
NHT5A	NH 031	WASH	DC 202426	WITT	HDQT	RD	MAD	AN	ADH3A	ASYN	1	LD	300		INFOR		INTER
MHTSA	NH034	HEAH	DC 202426	HITT	HDQT	RP	MAD	AN	ADM3A	ASYN	1	LD	300		INFOR		INTER
NHTSA	NH 048	HASH	DC 202426	WITT	HDQT	RD	MAD	AN	ADM3A	ASYN	1	LD	300		INFOR		INTER
NHTSA	NH)51	HASH	DC 202426	TTIW .	HDQT	RD	MAD	AN	ADM3A	ASYN	1	LD	300		INFOR		INTER
NHT54	NHO48	HASH	DC 202426	WITT	HDOT	RD	MAD	AN	ADM3A	asyn	1	LD	300		INFOR		INTER
MHTSA	NH6 00	MASH	DC 202426	MITT	HDOT	RD		PORT	C1132	asyn	6	LD	300		MISC		INIT'
¥HT≨é	NH601	WASH	DC 202426	WITT	HDQ1	RD		PORT	T1765	asyn	1	LD	300		MISC		!k*:
MHTSA	NH4 00	WASH	DC 202426	PAVLOVIC	HDQT	enf	DEF	AN	H2510	asyn		LD LD	300 300		INFOR Boein	-	INTE

NATIONAL HIGHWAY TRAFFIC & SAFETY ADMINISTRATION

TERMINAL LOCATIONS

ADH:	NAC N ID	(11)		ATION ST ACEX	CONTACT		AGENCY PROC	INF APPL		Termina Model			TYPE	CIRCUIT SPEED	INF GSA-ID	RESOU CNTR		traf Type
NHTS	a NH40	HEAH 1	0	© 2024∠6	PAVLOVIC	HDQ1	FNF	DEE	AN	HZ510	ASYN	1	LD	300		INFOR	 1370	INTER
													LD	300		BOEIN		INTER
NHT5	A NH4((2 WASH	D	C 202426	PAVLOVIC	HIDQT	ENF	DEF	AN	HZ510	ASYN	1	LD	300		INFOR	1370	INTER
													LD	300		BOEIN	1360	INTER
Mhite	A N#40	? WASH	D	C 202428	PAVLOVIC	HDQT	ENF	DEF	AN	HZ510	ASYN	1	LD	300		INFOR	1370	INTER
													LD	300		BOEIN		INTER
NHTS	NH40	4 WASH	[N	£ 20 24 26	PAVLOVIC	HDQT	ENF	DEF	AN	H2510	ASYN	1	LD	300		INFOR	1940	INTER
												_	LD	300		BOEIN		INTER
NHTSA	NH40	5 WASH	[10	202426	PAVLOVIC	HDQT	enf	DEF	AN	HZ510	ASYN	1	LD	300		INFOR	1070	luter
												-	LD	300		BOEIN		INTER INTER
NHTSA	NH40	HASH	[6]	202426	PAVLOVIC	тори	ENF	DEF	AN	HZ510 /	MYZG	,	LD	300		turor.	1556	
										,,,,,,,,,,,,,,,,,,,,,,,,,,,,,,,,,,,,,,,	ngra		LD	300		INFOR :		inter Inter
MHTSA	NH4 0	/ WASH	20	202426	PAVLOVIC	HDQT	ENF	DEF	AN	HZ510 A	ACVN		LD	266				
									,,,,	112370	H.J. (1)	-	LD	300 300		INFOR I		INTER
NETSA	NH408	WASH	DC	202426	PAVLOVIC	HDQT	enf	DEF	PORT	C1202 A	ASYN	6	MISC	300		MISC		INTER
NHTEA	NH414	WASH	[0]	202426 (KAHANE	HDQT	admn	PP	ΤP	AJ630 A	ASYN	1	LD	300		INFOR I	370	INTER
NHTSA	NH419	DENVER	00	303234		HG8	ADMN		AN	V203 A	SYN	1 1	DDD	3 0 0		MAUTO I	370	INTEF
NHT5A	VH4 17	CAMBRIDGE	MA	617494		RG1	ad in i i	FMIAS	TP.	AJ630 A	SYN	1 1	000	300		MAUTO I	3 7 0	INTE
NHT SA	NH417	WHITEPLNS	NY	914761		862	admin i	MIAS	ΤΡ	AU630 A	CVN	1 [ักก				-	
NHTCA	NLA10	LINTHICUM	LMfi	551 76 7					••	necot: H	3114		ינטעי	300		MAUTO I	370	INTER
			i mu	301796		RG3 (admn f	MIAS	TP	AJ630 A	SYN	1 [)DD	300		MAUTO I	370	INTEF
NHTSA	NH414	atlanta	GA	404881		RG4	admn f	MIAS	TP	AJ630 A	SYN	1 [ı D IN	300		MAUTO IS	370	INTER
NHT5A	NP420	CHICAGO	IL	312 75 6		RG5	ADMN F	MIAS	TP .	AJ630 AS	SYN	1 0	ממ	300		MAUTO 13	270	INTER
NHTSA :	NH421	SEATTLE	₩A	206442		RG10 #	∆nwai∈	MTAC	TD .	A 1/ 00								ANIER
	,	- ·	,.			-1010 F	ין אוריעני	UTHO	TP /	4J630 AS	SYN	1 D	QD	300	1	MAUTO 13	370	INTER

NATIONAL HIGHWAY TRAFFIC & SAFETY ADMINISTRATION

TERMINAL LOCATIONS

ADMIN	NAC ID	(ITY		IÙN ACEX	CONTACT	AC OFF		INF APPL		erminai Model					INF GSA-ID	reson (NTR		TRAF TYPE
NHTSA	NH422	KNSCIT	y Mo	814928		RG7	almn		AN	TM315	ASYN	1	DDD LD	300 300		MAUTO GE	1370	INTER
NHTSA	NH423	san Fri	AN CA	415556		RG9	ALMN		AN	TM315	asyn	1	DDD DDD	306 300		Mauto Ge	137 0	inler Inier
NHTSA	NH424	WASH	DC	202426	9SE	ноот	ADMN	FMIAS	AN	H2000	ASYN	1	DDD	1200		MAUTO	1376	Idiëa
NHTSA	NH425	WASH	DC	202426	03E	тран	admn	FMIAS	AN	H2000	asyn	1	DDD	1200		MAUTO	1370	DALER
NHT5A	NH426	WASH	D C	202426	OSE	нрат	admn	FMIAS	AN	H1510	ASYN	1	DDD	1200		MAUTU	1370	INTer
NHTSA	NH427	WASH	DC	202426	MORAN	HDQT	ADMN	CCT	AN	H1510	ASYN	1	DDD	1200		CDC		114 ¹ ER
NHT5A	3H420	WASH	90	202426	PAULSON	HDQT	ADMN	MSRV	RJE		SYNC	1	LD	4800		INFOR		INTER
													DDD	2400		UCOMP	UNIV	Distr
													DDD	2400		APL		INTER
													DDD	2400		MAUTO	13.0	INILE
													DDD	2400		UMICH	1370	INTER
NHTSA	NH429	WASH	DC	200426	PAUL SON	HDQT	ADMN	MSRV	RJE		SYNO	1	LD	4800		INFOR		INTER
													DDD	2400		UCOMP	UNIV	INTER
													DDD	2400		APL		INTER
													DDD	2400		MAUTÚ		INTER
													DDD	2400		UMICH	1370	INTER
NHTSA	NH439	HEAW	DC	202426	PAULSON	HDQ	ADMN	MSRV	RUE		SYNC	i	LD	4800		INFOR		BATCH
													DDD	1200		UCOMP	UNIV	64775
1290		A.	PL UI	NIV	ватон .								DDD	ease une	delete anv	delete	d files	JOHNSTON TO
1700		н	rı, u	MIA	DHILD								DDD	1200		MAUTO	1070	BATCH
													DDD	1200		UNICH		BAT H
													DDD	1200		unten	1300	PHI F
NHTSA	NH44 0	Wash	DC	202426	MILLER	HDQ	admin	PA	AN	H1520	asyn	1	LD	300		INFOR	1376	INTEL
NHTSA	NH441	WASH	DC	20 242 6	PAULSON	HD0	admn	WP	TP	X1740	ASYN	1	DDD	300		BOWNE	1370	INTER
NHTSA	NH442	HASH	DC	202426	BELFIORE	HDQ	ADMN	TA	AN	V 203	ASYN	1	CABL	. 300		TCC	AMDHL	INTER

NATIONAL HIGHWAY TRAFFIC & SAFETY ADMINISTRATION

TERMINAL LOCATIONS

	NA.		LOCATION	CONTACT	AGENCY	INF	ĭ	ERMINAL INF	<i>2</i>	CIRCUIT INF	RESOURCE	TRAF
- "M V	114	CITY	-T ACEY		OFF PROG	appt.	TYPE	MODEL SYNC	NDV TYPE	SPEED GSA-ID	ONTR HOST	TYPE
ч нт <u>с</u> р	NH44	я д Зн	DC 202426	FAUL SOIN	HEQ ATIMN	MULTI	PORT	C1203 ASYN	2 MISC	300	MISC	INTER
And Sept	Ne 45a	H ASH	IN 20140e	WEISS	HERT ADMN	RM	AN	T4014 ASYN	1 LD	300	INFOR 1370	INTER
'dia" a	4ri1	WASH	ER _02420	VENTURRI	HDQT SAF	STAT	ΤP	AJ630 ASYN	1 LD	300	INFOR	IMTER
NH THE	4-4-1	러거글#	DC 20242a	VENTURRI	HDQT SAF	STAT	ĭΡ	AJ630 ASYN	1 LD	300	INFOR	I JTER
Мн₹§Д	NH46_	я́А⊜н	Dc 202426	OGDEN	HDQT SAF	INO Docket	TP	AJ630 ASYN	1 LD	300	INFOR	INTER
NHT5A	NH4*.	наак	DC 202424	OBBEN	HDQT SAF	INQ Docket	AN	HZ200 ASYN	1 LD	300	INFOR	INTER
MH™ga	N}-उट्य	wASH	DC 202426	OGIÆN	HDOT SAF	INQ Docket	AN	HZ200 ASYN	1 LD	300	INFOR	INTER
<u>М</u> ңТҚА	94465	W43H	DC 202428	POLEMELL	HDOT SAF	NDR	ТP	AJ630 ASYN	1 CABL	300	TCC AMDHL	INTEL
शुभगद्य	NH452	яазн	DC 202408	KLEIN	HDOT SAF	STAT	TP	AJ630 ASYN	1 LD	300	NIH	INTER
NHTSA	чн4 ∉З	HEAW	DC 202424	KLEIN	HDQT S A F	STAT	TP	AJ630 ASYN	1 LD	300	NIH	INTER
NHT 3A	NH467	Wash	DC 202428	KLEIN	HDQT S AF	STAT	ΤP	AJ630 ASYN	1 LD	300	NIH	INTER
nHT=A	NH460	WASH	DC 202426	kLEIN .	HDOT S AF	STAT	ŢΡ	NC260 ASYN	1 LD	390	NIH	INTER
NHTSA	NH4 70	WASH	BC 202428	KLEIN	HDQT SAF	STAT	TP	08025 ASYN	1 LD	300	NIH	INTEF
IMTSA	NH4 " (HASH	00 200426	VENTURRI	HDQT SAF	STAT	TΡ	TM315 ASYN	1 LD	300	TYMSH	INHES
NHTSA	NETA 7.	WASH	DC 202426	VENTURRI	HÐQT SA F	NPRS	TP	TM350 ASYN	1 LD LD LD	1200 1200 1200	INFOR TYMSH BOEIN	INTER INTER INTER

REASEARCH AND SPECIAL PROJECTS ADMINISTRATION

TERMINAL LOCATIONS

AUM1R	NAC 10	CITY	LOCATION ST ACEX	CONTACT	OFF P	NCY INF ROG APPL		TERMINAI MODEL				CIRCUIT SPEED	INF GSA-ID	RESO CNTP		igar Tari
SOPA	B \$000	WASH		D.JOHNSON	HDQT		TF:	AJ\$60	ASYN	1	LPF	1200	75 5894 0	rsc	DEC1	IM. Ep
RBPA	-15(p^-7	наан	0€ 20242 <i>6</i>	D. JOHNSON	HEGT		AN	P107	ASYN	1	LPP	1200	7558940	T 30	JECT :	M.ée
RSP4	R5000	HASH	tii 202 4 26	D. JOHNSON	нрат		AN	£150	ASYN	1	LPP	1200	7558940	150	₽Ec.)	THIEF
RSPH	₹£002	WASH	DC 202 426	D. JOHNSON	HDOT		AN	8150	ASYN	1	LPF	1200	75589 4 0	190	êF€19	Mile
RSPA	R\$010	ма́ЯН	DC 202 42 6	D. JOHNSON	HDQT		τP	CT107	asyn	1	LFF	1200	7558940	VSC	DEC10	17 TER
язрд	PS)11	WASH	I€ 20 242 6	D.JOHNSON	નાં∳ી		TP	£16 4 0	ASYN	i	LPF	1200	²⁵⁵⁸⁹⁴⁰	73(DEC10	M:En
PSPA	R 5019	₩ASH	0C 202426	D.JOHNSON	нрат		PORT	EXPT	ASYN	1	LPP	300	7558940	190	0E016	INTER
StoPh	85000	WASH	DC 202 42 8	D.JOHNSON	HDØT		PORT	EAPT	ASYN	1	LPP	300	7558940	TSC	DEC10	in-Eu
eser.	R5014	MASH	DC 202 4 26	D.JOHNSON	HDOT		PORT	DECTI	ASYN	1	LPP	300	7558940	TSC	06010	INTER
ROFA	R3013	Wash	вс 202 426	D. JOHNSON	TOCH		POPT	LA36	ASYN	1	LPP	300	7558940	TSC	DEC10	INTER
ASPA	4502°	HASH	DC 202426	D. JOHNSON	Тран		PORT	1 A36	ASYN	1	LPP	3(4)	7558940	130	DEC 10	INTE
eseq	RS02"	назн	DC 202 42 6	E. JÜHNSÖN	наат		PORT	LA36	ASYN	1	LPP	[(n]	7558940	TE"	DECIN	HE WI
raph	R5004	иазн	18. 2 024 26	D. JOHNSON	ноот		AN	T4014	ASYN	1	LFP	1200	7558940	130	PEC10	THIEF
RSPA	RS008	WASH	DC 202426	D. JOHNSON	HDOT		TP	T4631	ASYN	1	LFF	1200	7558940	TSC	0E016	INTER
R13PA	R501/	MASH	DC 202 4 26	D.JOHNSON .	HDQT		PORT	TEATA	ASYN	1	LPF	300	7558940	TSC	DEC10	Witt
R3P4	R5023	JASH	EC 20242€	D. JOHNSON	HOOT		PORT	T1735	ASYN	1	LPP	300	7558940	TSC	DECIF	INGER
ROF 4	RE025	HASH	Df 202426	D. JOHNSON	HUQT		P081	11735	ASYN	1	LPP	3(11)	7558940	150	JEC 16	IN f-
RSPA	RS024	нем	DC 100428	D. JOHNSON	нрат		FORT	11735	AS/N	1	LPP	300	7558940	TŞÇ	DEC16	INTi
RSPA	RSC1.	HEAU	90 202426	D. JOHNSON	HDQT		PORT	11745	ASIN	1	LPF	300	7558940	150	IECh:	17116
RSEA	RS023	₩4 <u>9</u> H	BC 202426	D. JOHNSON	HDOT		PORT	11745	ASYN	1	LPF	300	755894q	Tir	DEC10	1400

REASEARCH AND SPECIAL PROJECTS ADMINISTRATION

TERMINAL LOCATIONS

AIMII.	5	CITY	JOCATION ST ACE		CONTACT	AC OFF	GENCY PROG		ERMINAI MODEL				IRCUIT SPEED	INF GSA-ID	PEEOI ONTR	•	TRAF TYPE
R Fig.	R0015	₩Аўн	DC 200	2 4 26	D. JOHNSON	HDQT		 PORT	11745	ASYN	1	LPF	300	7558940	750	DEC10	INTER
š:	F5-12	संज्ञीस	DC 202	2426	D. JOHNSON	HDGT		PORT	T17 4 5	ASYN	1	LPP	300	7558940	TSC	DEC10	INTER
14	Kunii	₩⊷5н	DI 201	2426	D.JOHNSON	нвот		PORT	T1745	ASYN	1	LPP	300	7558940	TSC	01039	INTER
e ^{an} A	6 5022	иASH	16. 202	2426	D. JOHNSON	HDQT		FORT	11745	ASYN	1	LPP	300	7558940	TSC	DEC10	INTER
$\phi_{ij}\phi_{ij}$	#Ec.17	WAsh	b€ 202	2 4 26	D. JOHNSON	H[9T		PORT	T1765	ASYN	1	LPP	300	7558940	190	DEC 10	IniEe
24.4	gradi a	WASH	£€ 20)	2426	D. JOHNSON	HEIOT		AN	V201	ASYN	1	LPP	1200	7558940	TSC	DEC10	INTER
- IPA	ge jeik	WASH	ØC 202	2 4 26	D. JOHNSON	нрот		AN	V201	ASYN	1	LPP	1200	755894 <u>0</u>	TŞÇ	DEC10	INTER
9 %	R3(0)	WASH	PC 202	2426	D.JOHNSON	HDOT		AN	VT120	ASYN	i	LPP	1200	755894 0	TGC	6 6 010	INTER
F 14	eller (st	WASH	tic 201	2426	D. JOHNSON	нрот		WF	X850	ASYN	1	FTS	75		EOWNE	DEC10	PATIE
· -F-1	AT NO	HEAW	₽C 202	2426	D. JOHNSON	HDQT		WF	X850	ASYN	1	FTS	75		BOWNE	DEC10	HO*A8
4 gt 2	R50-1	HEAW	DF 202	2 42 6	D. JOHNSON	нрот		WP	X850	ASYN	1	FTS	7 5		EOWNE	DECTY	BA™H
#30F	Reford	WASH	BC 202	2426	D. JOHNSON	TOTH		WP	X850	ASYN	1	FT3	75		BOWNE	DEC10	FAT(H
K,+4	eş/ ;	HEAR	00 202	2426	D. JOHNSON	нрот		WP	X850	ASYN	1	FTE	75		BONNE	DEC10	F-T/H
ê5rê	7,50 ±4	₩А⊴н	90 202	2426	D. JOHNSON	HLOT		₩P	X850	ASYN	1	FTS	75		BOWNE	DEC 10	bàT(H
8-1-2	pşi e	HEAM	EQ 202	2426	D. JOHNSON	HDQT		₩P	X850	ASYN	1	FTS	75		BOHNE	DEC10	EAT(4
RSPA	P5 0%	HEAW	⊌C 202	2426	D. JOHNSON	HDQT		WP	X8 5 0	ASYN	1	FTS	75		BOWNE	DEC10	FATCH
3424	956-7	HEAM	DC 200	2426	Ú.JÚHNSOM	TOTH		ME.	X860	ASYN	1	aga	300		TSC	DEC10	IM:Er

URBAN MASS TRANSIT ADMINISTRATION

TERMINAL LOCATIONS

ADMIN	NAC II	EO CITY		TION ACEX	CONTACT		GENCY PRO6	***		ERMINAL MODEL					INF 05A-110	PESO ONTP		74F
JMTA	UMO01	HASH	[#C	202425	MITCHELL	HDQT	G&L		AN	RM40+	AS /N	7	CABL	1200		TO:	Δ 4 7:	 54 Н
(JMTA)	MCG	CAMBRIDGE	MA	617494	MITCHELL	RGI	G&L		AN	RM40+	ASYN	1	FTS	1200		700	A47	patri i
UMTH.	9M (403	ŊŶĹ	NY	212264	MITCHELL	EG2	(% L		AN	RM40+	ASYN	1	FTS	1200		τζίζ	44 79	Enti L
PMTA	I/H/j04	FHILA	64	215597	MITCHELL	R53	6 & L		AN	RM40+	ASYN	1	FT9	1200		TCC	A470	йүлсн
₽M. →	9 4605	ATLANTA	ĠΑ	404881	MITCHELL	RG4	ċ₩		AN	RM40+	ASYN	1	FTS	1200		TEC	ы4 ⁹ і)	ļ.,., s
UMTA	⊎ 8 00∜	THICAGO	iι	3123 5 3	MITCHELL	R65	G&L		AN	RM40+	ASYN	1	FTS	1200		T()	A47]	Ėm .
HMT2	υ Μ (α)7	er wor he	Τx	817334	MITCHELL	R66	GNL		AN	RM40+	ASYN	1	FTS	1200		100	A47/	EHTCH
JMTA	UMQQ3	K an sasety	MO	816926	MITCHELL	R57	684		AN	RM40+	ASYN	1	FTS	1200		TOO	A470	E-TEH
UMT 4	ij₩:aj9	DENVER	ťņ	303837	MITCHELL	RG8	6åL		AN	RM40+	asyn	1	FTS	1200		700	A470	RATCH
нытн	dMy_0	SAN FRAN	Ç4	415556	MITCHELL	RG9	6 %L		AN	RM40+	ASYN	1	FTS	1200		TCC	4470	F4.10
UMIA	9 M 011	SEATTLE	WA	206442	MITCHELL	PG10	6ML		AN	RM4(I+	ASYN	1	FTS	1200		TOC .	447 (<u>8</u> 41.
UMTA	UMO12	WASH	DC	202426	MITCHELL	HDQT	6&L		AN	12260	ASYN	5	CABL	1200		100	A47(-	INGER
UMTA	UMC13	HEAH	<u>0</u> 0	202426	MITCHELL	HDOT	RD		PORT	T1745	ASYN	7 .	000	300				INTER

END

DTIC